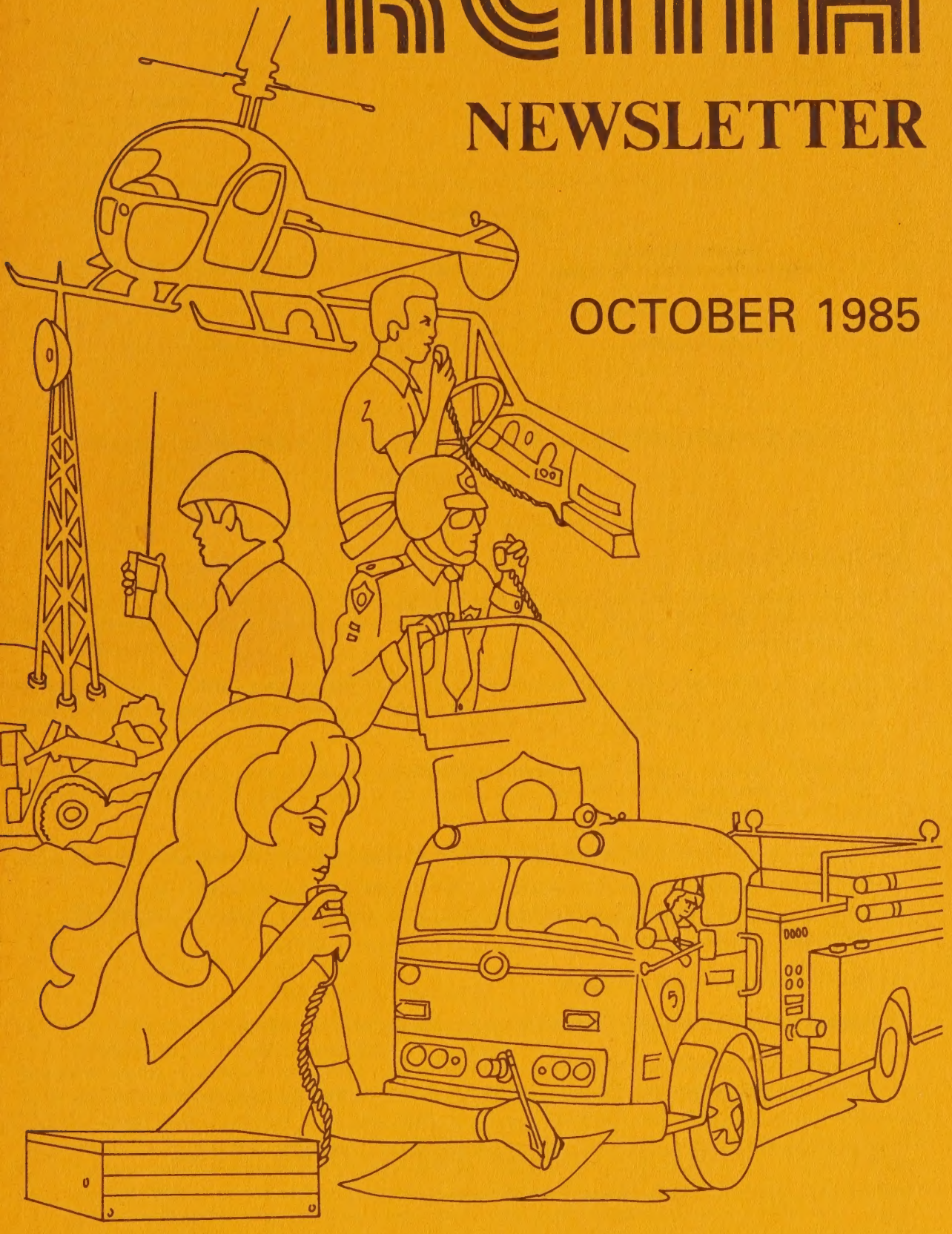
RCMA

NEWSLETTER

OCTOBER 1985



FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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Jerry Short (CA-OR-002)

FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A. General Manager, P.O. Box 542, Silverado, CA 92676. This includes matters that relate to renewals, changes of address, newsletter delivery problems, joining the club, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA General Manager, P.O. Box 542, Silverado, CA 92676.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

11. RCMA accepts paid advertising. For information on advertising rates and mechanical requirements, contact Carol Ruth, RCMA Advertising Manager, P.O. Box 542, Silverado, CA 92676.

RCMA NEWSLETTER

Issue 116 October 1985

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RCMA, P.O. Box 4563, Anaheim, CA 92803

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TO ALL RCMA MEMBERS AND PROSPECTIVE MEMBERS

PLEASE ADDRESS ALL CORRESPONDENCE (INQUIRIES ABOUT MEMBERSHIP, RENEWALS, ADDRESS CHANGES, DELIVERY OR RENEWAL PROBLEMS) TO:

RCMA GENERAL MANAGER
P.O. BOX 542
SILVERADO, CA 92676

CORRESPONDENCE SENT TO RCMA'S ANAHEIM POST OFFICE BOX WILL STILL BE ANSWERED, BUT THERE WILL BE A 4 – 6 WEEK DELAY.

The RCMA Newsletter is published by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico–$18.50; Europe–$20.00, South Pacific and Asia–$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted ©. Reproduction of any material in this newsletter is prohibited without prior written consent.

RCMA

° ° ° Calendar ° ° °

Send notices of upcoming events for the Calendar section to:
John R. Clark, 2701 Fairview Road, Costa Mesa, CA 92602
Deadline: 1st of the month two months prior to cover date.

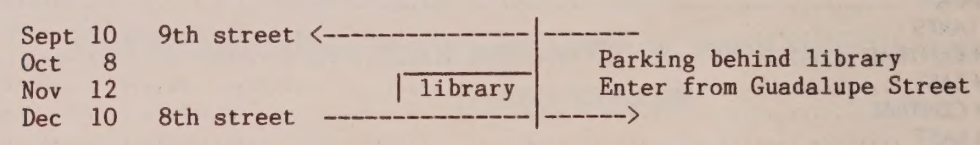
R.C.M.A. Greater L.A. Area Chapter

Contact : Eric J. Christensen (CA-LA-045)
P.O. Box 3962 Santa Fe Springs, CA 90670-1962

8 PM 27 Sept Mercury Savings, Lincoln and Valley View, Buena Park A demonstration of Computer Controlled Yeasu FRG 9600 Scanner. 30 channels/sec 60MHz-905MHz

Austin Area Radio Listeners Meeting

Meeting every 2nd Tuesday 6:45 PM Austin Public Library 4th floor room B. For more information, contact Richard Quintanilla TX 043 Austin Radio Club, P.O. Box 5053, Austin TX 78763



R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, IL
two blocks east of St Charles Road exit from Eisenhouer Expressway Extention I-290 (phone 312 544 7277)

Saturday September 21, 1985 1:00 PM
Saturday November 16, 1985 1:00 PM

Visitors are welcome but please confirm the date in advance.

A SASE on file assures notification of tours and other items which may be scheduled on short notice.

R.C.M.A. for D.C., MD, VA, & DE

Contact: Capitol Hill Monitors % Alan Henney (MD 069)
6912 Prince Georges Ave, Takoma Park, MD 20912

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non members are welcome to attend.

Southern New England Scanners Club

Contact Maurice Dennis Dandeneau RI-017 SNEC President 401-732-0812
P.O. Box 7052, Warwick, RI 02887 (modem on phone)

All Ohio Scanner Club

David B. Marshall OH 146 President
50 Villa Road, Springfield, OH 45503 - 1036

The All Ohio Scanner Club also offers coverage of Indiana, Kentucky, Michigan, Pennsylvania, Tennessee, West Virginia, and Ontario, Canada. We welcome members from these and other areas who wish to join our club. Sample Newsletter: $1.00 plus .22 stamp. Membership information for a large SASE.

R.C.M.A. Philadelphia

Contact: Gerald M. Schoaf, Floyd Schoenberg, C. Willard Load
PA-036 PA-076 PA-164
P.O. Box 213, Upper Derby, PA 19082 (215) 356-1982

Meeting the first Monday of the month, 7:30 PM at

Saint James Church Next to "The Grange"
Corner of Myrtle Ave & Warwick Road
Haverford, PA 19083

Talk In On: CB Channel 9 GMRS 467/462.675 Hams 147.66/.06

R.C.M.A. Winconsin

Contact Scott W. Miller WI-039
122 Greenbriar Drive, Sun Prairie, WI 53590

A meeting on Sunday, September 22, 1985, starting at 11:00 AM at 122 Greenbrair Drive, Sun Prairie, WI. A tour of Madison Fire Department Dispatch Center is planned. For complete details send SASE or call (608) 837-7666.

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 – June/July 76 (No Oct or Nov Published)	7	$2.00
August – Dec 76 (No Oct published)	4	$3.00
Jan – June 77	6	$4.00
July – Dec 77	6	$4.00
Jan – June 78	6	$5.00
July – Dec 78	6	$5.00
Jan – June 79	6	$6.00
July – Dec 79	6	$7.00

1980–to date issues are available at $1.50 per copy

Order Total	Include This Amount of Postage
$ 1.50 – $ 5	$1.20
$ 5.50 – $10	$2.25
$10.50 – $15	$3.30
$15.50 – $25	$4.15
$25.50 – $35	$5.50
Over $35	$7.00

Send your request & check/ M.O. (payable to RCMA) to Secretary Bill Ell, 2831 Hermanos St., Pasadena, CA 91107

DEAR RCMA MEMBER:

YOU WILL RECEIVE A POSTCARD CONTAINING RENEWAL INFORMATION DURING THE MONTH YOUR RCMA MEMBERSHIP/NEWSLETTER SUBSCRIPTION IS DUE FOR RENEWAL.

PLEASE RETURN THE POSTCARD WHEN SENDING IN YOUR CHECK OR MONEY ORDER. THE INFORMATION CONTAINED ON THE LABEL MAKES IT EASIER TO PROCESS YOUR RENEWAL.

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS

NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

Write to Joe Barr, 1500 Bunbury Dr., Whittier, CA 90601, for the following:
Copy of ANARC Club List — Send 25¢ and an SASE (business size)
Sample Copy of ANARC Newsletter — Send 60¢ and an SASE (business size)
Annual Subscription to ANARC Newsletter — $7.50 for residents of U.S., Canada, and Mexico; $10 Overseas (Airmail)

ANARC 1986 Convention will be held June 18-20 in Montreal, Quebec, Canada, hosted by Ian McFarland and Radio Canada International. The Convention Hotel is Holiday Inn, Place Dupuis, 1415 St. Hubert St. Montreal, Qubec, Canada. All sessions will be held at the hotel.

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

MINNESOTA DX CLUB Meeting Friday September 19 at the home of Larry Lundberg For details send a SASE to Minnesota DX Club, 5212 Drew Ave, South, Minneapolis MN 55410. (There is also a scheduled meeting October 11).

!!! 12th ANNIVERSARY !!! SOUTHERN CALIFORNIA AREA DXERS (SCADS). October 19 Saturday Meeting at Village View School Auditorium, For details send SASE to Don Schmidt, 3809 Rose Ave, Long Beach, Ca 90807

ONTARIO DX ASSOCIATION Convention October 19-20 will be in Scarborough, Ontario. For details send a Canadian SASE or 1 I.R.C. to O.D.X.A., 3 Camrose Crescent, Scarborough, Ontario, Canada M1L 2B5.

CENTRAL FLORIDA DXERS living anywhere within Florida are invited to participate in a local radio club now forming. For data send a SASE to: David Sharp, 17602 Meadowbridge, Lutz, Florida 33549

DENVER METRO AREA DXERS IN COLORADO are forming a new group for radio listeners of all types. For information send a SASE to : Wayne Heinen, 4131 South Andes Way, Aurora, CO 80013. Phone (303) 699-6335 from 6 to 9 PM MDST

Translectronc, Inc, Box H, 1365 39th Street, Brooklyn, 11218 stocks many of the popular types of radio tubes used in SW and ham receivers over the years.

THE RECEIVER SHOPPING LIST Edition 8 is now available from Radio Nederland. Compiled by Jonathan Marks, the booklet lists the specifications of some 40 shortwave receivers. Special sections are devoted to automotove SW receivers and converters. Send your request Via Airmail to Media Network, Radio Netherlands, P.O. Box 222, 1200 JG, Hilversum, The Netherlands

RADIO WEST SUMMER GARAGE SALE --Clearance of radios, antennas, accessories and headphones at reduced prices. send a large size SASE to Radio West, 3417 Purer Road, Escondido, CA 92025 for a 2-page "Garage Sale List" or $1.00 (refundable) for a full line catalogue of listening equipment.

AMATEUR RADIO NEWSLETTER "The Westlink Report" is published 26 times a year by Poco Press, 28221 Stanley Court, Canyon Country, CA 91351. News of "ham radio" events and commentaries are featured $22.50 per year 1st class mail.

SPEEDX LOCAL CHAPTERS will be the next major undertaking for the club. John Trautschold will be President.

The Federal Communications Commission has agreed to expand the existing AM bands to take in 1605 to 1705 KHz. This is the first change since that spectrum was established more than 50 years ago. The new stations are to be on the air in early 1990's and may be commercial or non-commercial.

WORLD DX CLUB has new dues structure. Annual dues in U.S. funds is $14.00 airmail or $8.00 surface mail. Send dues to Richard D'Angelo, 2216 Burkey Drive, Wyomissing, PA 19610.

From The CAPTAIN'S DESK

William Mauldin, RCMA General Editor
2268 N.W. 30th Rd., Boca Raton, FL 33431

MID YEAR SURVEY INPUT

I had planned to do a detailed listing of the mid-summer survey in this column, but due to a computer change here at the desk and a printer driver problem, I am unable to list input directly from your survey response. This problem will be cleared before the writing of next months column. Making a change from a Radio Shack TRS-80 Model III computer to an IBM system is not an easy matter, but once the change-over is complete, I will be able to serve you with much better information from the data base.

To give you some general information about what you, the contributing member, said, here are a few direct observations. I will attempt to give you the "most popular" responses that were offered in response to the mid summer questions.

1. The frequently offered suggestions for improvement of the NEWSLETTER:
   A. Editors should offer a variety of coverages in their articles.
   B. Many members wanted the print in the publication to be enlarged.
   C. Editors should make every effort to have a column EVERY month.

2. Most readers rated the columns very high, with higher numbers on the columns which covered their residence area. We were pleased with the ratings. More on this in a later issue.

3. Generally speaking, Public Safety columns rated the highest as favorite columns, but this subject will be reviewed further in the upcoming detailed summery.

4. Your response to the "least favorite" columns has indicated we need to change some of the columns. LOW BAND SKIP has already been dropped. We are considering splitting BUSINESS into East and West. PROFILE is being reconsidered. We may be printing COMPUTER CORNER only four times a year, and considering possible rotation with two new subjects - perhaps a column on AMATEUR RADIO MONITORING and another subject, perhaps NEW PRODUCT REVIEW. We have some others that we are considering also.

5. Many members indicated interest in (1) New Product Review, (2) Antennas, (3) Federal Agencies, (4) Amateur Radio, (5) Special Editors for BIG cities and some other suggestions will will be listed later.

6. Most members expect editors to acknowledge member contributions. (Please send a stamped, self-addressed envelope or postal card as editors pay their own postage!)

7. At least 99% of all members were aware that editors are unpaid volunteers.

8. Most members were not interested in being editors, however, we do have a listing of those who would like to be considered. If you find you have an interest in being an editor, write me and let me know. We do print announcements when their is a vacancy upcoming.

9. About 20% (!) of the members send in contributions! I would like to go on record once again by saying that if EACH ONE OF YOU would just send in a listing of what you monitor ONCE a year, the editors would have enough material to make the columns 200% more interesting!

10. Most members were aware that editors only publish first names and membership ID numbers, however, many indicated they would like a yearly listing of all members. This will be discussed further in the coming months.

11. Most members were PRIMARILY interested in (1) Public Safety, (2) Federal Agencies, (3) Aircraft, (4) Business, (5) Railroads, in that order, with other subjects following. More on this later also, once we have a chance to get the numbers from the computer listing.

12. Most members know "their" public safety agency in detail. The same goes for sensitive federal listeners. There are many loyal business, aircraft and railroad listeners too.

13. Only about 30% of the members indicated they would be willing to sit down and make a detailed listing of their favorite department, unless asked.

14. Most members want editors to print UPDATES first, then use the remaining space for full, detailed articles. Most members did indicate that they wanted full coverage articles, and less personal "chat" from editors.

15. & 16. We will continue to print the APCO official ten signals each month, as most members indicated they felt this was better than using article space to reprint "10-4" everytime a code is listed.

17. Most public safety listeners ranked their interest in this order... #1 Local Police, #2 State Police, #3 Fire, #4 EMS Services.

18. Most members expressed a willingness to contribute information if they knew in advance that an editor was planning to write on a certain area. (Editors, take note, and announce subjects you plan to cover in ADVANCE!)

19. Regarding the number of hours spent monitoring Public Safety, Aircraft, Railroad, Business and Marine - more on this in an upcoming edition.

20. Most members keep the RCMA NEWSLETTER, and quite a few have ordered back issues to complete their library of information.

21. As for other publications "we" subscribe to... #1 Monitoring Times, #2 Popular Communications, #3 SCAN, #4 QST, #5 CQ, #6 73. Several members listed other ANARC publications, local club bulletins, and yearly directories such as Police Call and the Fox Marketing publications.

22. About 20% of RCMA members indicated they owned a computer. This is certainly enough to continue printing COMPUTER CORNER in our upcoming article rotation plan.

The last 16 questions will be covered in next month's edition, along with further comments on our plans for 1986. As mentioned, the survey will guide us for what you will be seeing in your club publication next year. Another detailed reader suggestion survey will be planned and printed in mid 1986 to see what you think need further attention for overall improvement.

I would again like to thank each one of you who responded to the mid-summer survey! There is another survey printed in this month's issue. I urge you to respond promptly and in detail! This is your club, and we need your input and information! You are to pull the single page from the center of this NEWSLETTER, complete it, and mail to your favorite COLUMN editor - NOT TO ME, as this will just delay your input. Removing the centerfold page will not damage your issue of the NEWSLETTER. Please respond and do your part!

NEW EDITOR POSITIONS

As mentioned earlier, we are considering some new column subjects. If you would like to be considered for any of the openings, please write me a note regarding your interests. You must have a good typewriter or word processor, and be able to write copy ready material. When you write me regarding your interest, please do so on the machine that you would like to use for the articles. Details are available if you send me a stamped, self-addressed envelope.

NEW PUBLICATIONS ON SCANNING

FOX MARKETING, INC., 4518 Taylorsville Road, Dayton, Ohio 45424, has issued their latest editions! New SCANNER RADIO LISTINGS for (1) Indianapolis, (2) Houston, (3) State of Arizona, (4) Baltimore/Washington, and (5) Buffalo/Erie/PA were announced this week by FOX. I have had the chance to review all five of the publications, and must admit that I was quite impressed by the detailed listings. For those who monitor in the above listed areas, these publications will be quite useful. Again, FOX has listed just about every possible frequency you would ever want to monitor. In fact, there are about 75 categories and subjects covered, covering everything from (A) aircraft to (W) weather frequencies in an easy to use listing and cross reference. If you are into details and complete coverage regarding the above areas, I think you will find the FOX directories most interesting and useful. To my knowledge, no other directory details frequencies and codes as FOX does. If you are interested, check your local radio dealer or call FOX at 1-800-543-7892 or 1-800-621-2513 (in Ohio). We would also like to thank FOX for listing RCMA and the RCMA NEWSLETTER in the books!

We encourage publishers to let us know of your publication efforts. As a service to our

members, we always enjoy reviewing publications directly related to our hobby. Publishers are encouraged to advertise with us, and offer very reasonable rates. The RCMA General Manager has full details regarding advertising rates and guidelines.

CLOSING COMMENTS

From the "What it is worth department", I have a J.I.L. SX-200 scanner that is having some problems and needs service. A phone call to the factory, J.I.L. Corporation in Cerritos, CA, revealed that they will do "factory service" on the SX-200 for... a $65 minimum charge, plus labor, plus parts, plus shipping, plus C.O.D. Interesting set of figures considering you can buy a new J.I.L. SX-200 now for $149 from discount dealers. I ordered the factory service manual which costs $3.50... which J.I.L. sells for $8.05 because that is their minimum order amount. Oh yes, one more thing, they only accept "cash or cashier's check" as payment for the $8.05. I just thought I would pass these figures along for "what they are worth". Interesting, isn't it.

When you write an editor and require a reply, please remember to enclose a stamped, self-addressed envelope. Correspondence of a "Letters to the Editors" content to be considered for publication should be addressed to the Assistant Editor, Ginny Slick, address listed inside the front cover.

EDITORS are reminded to submit an index for 1984 & 1985 for the December NEWSLETTER if at all possible. The recent survey indicated 99.9% of the members want a year end index! Please index by issue/subject covered - AND - list subjects alphabetically.

your thoughts

Ginny Slick, RCMA Assistant Editor
1 West Potomic, Williamsport, MD 21795

To the Editor:

Recently there has been legislation introduced in the California State Senate to ban scanners that receive above 800 Mhz. The bill, SB1431, is now before our Assembly Transportatin Committee being studied.

I received a letter from Mr. Hugh Stegman and found out that our organization (RCMA) has not taken a position against this bill. I understand that RCMA is applying for non-profit status, and avoiding 'hot' issues. Why is this happening? As an avid cordless and mobile phone listener, I think that this is a poorly written bill and will be next to impossible to enforce.

I am asking you or Mr. Mauldin to come out with a column explaining to the membership why we should remain neutral on this issue. This law, if passed, will pave the way for other restrictive regulations. That means we may no longer be able to listen to our own police and fire departments, not to mention the regular mobile phone channels (VHF,UHF).

This is a sorry situation and should be addressed as soon as possible.

Sincerely,
Dan Ramos (CA-OR 275)

To the Editor:

This is in response to Dan's (CA LA 359) article in the July issue of the newsletter regarding the bill that might eliminate the distribution and sale of scanners that receive cellular phone frequencies. I have a little more to add.

In the July issue of Monitoring Times, it states that the Bill might be in violation of the new section 705, the Goldwater Amendment, of the Communications Act of 1934. (Formerly section 605). It also states that state laws are not allowed to take precedence over Federal laws which presently allow the monitoring of ANY communication.

I think that anyone has that certain privilege to use a scanner, providing that he uses it LEGALLY, and not for his own persaonal 'thrill' such as chasing the police and fire departments on calls.
Keep scanning and let's keep one of the best hobbies going strong.

73s
Tom (CA LA 475)

To the Editor:

HOWWDDYY!!! (MINNIE PEARL EAT YOUR HEART OUT)

There's a saying about bad news coming in bunches. Well, it's July 24 th as I write this follow-up to Hugh's letter on SB1431 in the August newsletter.

I'm also a member of SCAN and early in June I was sent a copy of SB1 31, and a list of reasons why the bill should not be passed. This was the first that I'd heard of such a bill, and so I wrote a letter explaining my displeasure with it, and sent copies to over 30 of my state's Senators. So far I've received two replies and the news is very bleak indeed.

SB1431 RECENTLY PASSED THE SENATE COMMITTEE ON ENERGY AND PUBLIC UTILITIES BY A 5-0 VOTE. THE SENATE COMMITTEE ON APPROPRIATIONS BY AN 8-0 VOTE AND HAS NOW BEEN PASSED TO THE STATE ASSEMBLY FOR FURTHER REVIEW BY AN APPALLING 2 -8 MARGIN!!!

On July 3rd and 5th I received letters from SENATE PRESIDENT PRO TEMPORE, DAVID ROBERTE, AND SENATOR JOHN SEYMOUR, respectively. Roberti wrote quite enthusiastically in support of the bill, Seymour slightly less so, but along the same lines as Roberti.

In support of the bill, David Roberti states: "I've now begun to receive many letters such as yours against SB1431. The proponents of the bill indicate that it is designed to give the same privacy protections to car phone users as to land-line phone users, and is not an effort to outlaw RADIO SCANNERS. It's an effort to deal with devices designed to intercept cellular phone frequencies such as the MX 7000. It seems to me that radio phone users should be assured of some reasonable degree of privacy. On the other hand. how does one enforce those kinds of protections with airwaves? It does seem to me it is reasonable to impose some kind of penalties to attempt to protect the Cellular Phone Industry. Whether or not this bill is the most appropriate way to do so remains to be seen."

No matter what type scanner any of us uses (Mine is a BC300), For all our sakes, I hope that the California Assembly comes to its senses and we never find out!

Kiril Kundurazieff (CA LA 595)
Pomona, CA

Aircraft

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 1913F Oak Creek Lane, Bedford, TX 76022

As this is being written, FAA and NTSB Investigators are still sifting through the smoldering remains of Delta Flight 191 just a few miles away. The crash occurred yesterday afternoon as the flight made an approach for landing while a small but intense thunderstorm hovered on the northeast corner of the airport.

One of our local TV stations, WFAA an ABC affiliate, preempted all of its programming to carry various aspects of the disaster, devoting more than four hours to the story. There were, of course, a number of interviews with witness and at least one survivor who came through almost unscathed. These eyewitness accounts were very interesting, not only for details of the accident, but also in their differences in recalling the event. Some reported the aircraft was struck by lightning just before it went down. Others said the aircraft was on fire before it sank to earth and several stated the aircraft struck the freeway before bouncing into the air to land on the airport proper, striking a large water tank in the process. It then occurred to me that all of these individuals were portraying a fairly accurate picture of the circumstances of the crash. Most had seen lightning, several had observed the aircraft bounce following premature touchdown on the freeway and as it became airborne again flames began to envelope parts of the aircraft. Only a few observers were in a position to see the entire crash scene. So conflicting reports such as wether or not the aircraft was on fire was dependent upon where accident was viewed. As of this moment and for perhaps several weeks, the cause of the accident has not been determined. It seems likely, however, the thunderstorm and its associated low level wind shear may be a contributing factor.

Although I put my scanners into action on first hearing of the accident, this was almost one hour later. The air traffic controllers made only a few cautious references to the accident, and I failed to get anything on the public service bands. Most of the problem in failing to come up with some interesting channels was due to the fact that I only had one pre-programmed for DFW airport police and there was no activity on this frequency. Second, the local TV station was doing such as excellent job of providing coverage that I abandoned my scanners to watch TV.

Last fall I thought I had given up flying for good. Then as spring rolled around and one thing led to another there I was back in the saddle. Several months later I was asked to supervise the flight department with its staff of eight instructors, twelve airplanes and forty students. This developed into quite an educational experience, and could serve as the basis for a small novel. Some will also be used for "war stories" in later issues. Then after four months of running the shop I began to get comments at home such as "I thought you were retired," or "When are we going to California again?" and "Aren't you coming with me to Colorado this year?" So in a few weeks I resigned my job to return to part time flight instructor status. Then two days after my resignation became effective, I get a call to come back to work for a few days. Almost within minutes of the call came the news of the Delta disaster. "You're not going back to fly after this are you?" My answer was yes, so I continue to get static on the home front.

Several weeks ago I received a call from a friend who happens to be one of our local FAA Inspectors. He asked if our school owned N7935D. When I replied that it was indeed one of our aircraft, he asked if I knew who was flying the aircraft the previous afternoon. No, but I could soon find out. Then the Inspector related the following story. It seems that a boat enthusiast and his family were relaxing on Lake Benbrook on a warm Sunday afternnon when they were abrupty aroused by an aircraft making a simulated straffing run. The aircraft was low enough that people in the boat were able to make an accurate description of the pilot. To add insult to injury, the pilot flashed half the V for victory salute as he flew by. The pilot, whom I know well, had already invested more than $10,000 in his flight training had acquired Commercial, Instrument and Multiengine ratings. Now he risks loosing or at best having his licenses suspended. Moreover, the violation will become a permanent record. Although he had no way of knowing it, but our pilot also made a poor choice of victims in making his low pass. The boater happened to be one of our Deputy Sheriffs.

Once I become "Full Time" retired again, I'll add more to the column. In the meantime you can help by sending stories, items, frequencies you would like to see in the Newsletter.

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:

Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Welcome to the "Fall" issue of another year in RCMA. Thought for the month: Picnic: A snack in the grass. With that in mind, on to the "goodies" or is it the left-overs.

Part 2 of D Wilcox (WI-035) contribution (my error for not including it last month) for the Janesville, Wisc area.

From Scott (IL-179) comes a two page up-date on the "Six Flags Great America" amusement park in Gurnee, Ill.

From Bob Parnass (IL-267) comes the following list of confirmed freqs to listen for. (Please note that not all is for the Chicago area) This list is for The AT & T Bell Labs & Technologies at the various locations as noted:

462.6	KAA8157	Naperville - HT's, installations
464.825	KNAZ601	Naperville - paging, security, simplex
462.2	KRN 200	Montgomery - paging & operations
462.2	KNAZ456	Lisle - rptr
462.2	KRE 616	Chicago - Security, rptr
462.425	KNAZ456	Lisle - Security
467.375	KNAZ456	Lisle
461.825	KTK 348	Lisle - Paging
464.825	KTK 348	Lisle - voice tape id

"Wireless 'Freedomike'" Freqs from AT&T:

30.84		Naperville
33.4		Naperville
35.02		Naperville
33.14	KB 7970	USA-wide

From Scott, IL-179

SIX FLAGS GREAT AMERICA
Gurnee, IL

Updated Frequency List:

464.875	Security
464.375	Facilities/Ops
462.825	Paging

Wireless Microphones

180.400	Grand Music Hall "White"
185.150	Grand Music Hall "Black"
209.150	Grand Music Hall "Yellow"
215.200	Theatre Royale
466.200	Wilderness Theatre

Parade Floats

457.525	"Spirit"
465.975	"Yankee"
466.425	"Rex"
467.750	"County Fair"
467.900	"Hometown"
467.825	"Yukon"

Miscellaneous

The department I'm in, Tech Services, uses Maxon headsets on 49.83 when working on some of the attractions. Also, there is another frequency that is on the license posted in the security office: 464.475. I have no idea what it is used for, or even if it is used. We have a Regency MX-5000 in our shop and we have not heard anything on that freq.

CART/PPG Miller American 200(Rex Mays Memorial)

June 2,1985 Milwaukee,WI

CART (Championship Auto Racing Teams)

464.625	F1
464.750	F2

GO Racing (Giuffre Organization)

464.525	F1
464.975	F2

Sports Car Club of America

151.625

PPG Industries (Pace Cars)

464.550

Wisconsin State Fair Park Police

154.965

Active Race Car Frequencies

461.025	Rick Mears
461.150	Spike Gelhausen
461.1625	
461.3875	
461.575	Michael Andretti
461.650	Kevin Cogan
461.850	
461.9375	
462.200	
462.7125	
462.8375	
463.100	(No misprint,someone was using it!)
463.1875	
463.325	
464.2375	Pete Halsmer
464.4125	
464.425	Ed Pimm
464.500	
464.650	Tom Sneva
464.925	Mario Andretti (Winner)

154.625	Mercy Hospital Of Ja	IB	KXC490	Janesville	Pager
155.265	Sayre Bus Co Inc	PS	KBA407	Milton	Bus
157.680	Beloit Corp Inc.	IB	WQW821	Beloit	Factory
157.740	General Motors Reser	IB	KVW788	Janesville	Pagers
158.100	Wisconsin Comminicat	CD	KUC854	Footville	Pager
158.385	Donald Frank Inc	IS	KZV917	Milton	Const.
158.700	Curtin Call Communic	CD	KSV995	Janesville	Pager
160.200	Roadway Express Inc	LJ	KNGN594	Janesville	Trucking
160.215	Wisconsin & Calumet	LR		Janesville	Railroad

160.455	Chicago & Northweste	LR	KNDP786	Janesville	Railroad
160.770	Chicago,Milwaukee,	LR	KZZ436	Janesville	Railroad
160.890	Chicago & Northweste	LR	KNDP786	Janesville	Railroad
161.040	Chicago & Northweste	LR	KNDP786	Janesville	Railroad
161.220	Chicago & Northweste	LR	KNBJ743	Janesville	Railroad
161.430	Chicago,Milwaukee,	LR	KZZ436	Janesville	Railroad
161.760	Salter Broadcasting	BA	KKN742	Beloit	Link
451.125	Rock County Electric	IW	KSA377	Janesville	Electric
451.400	Wisconsin Telephone	IT	KTO253	Janesville	Tel Repair
451.700	Cities Service Compa	IP	KNBM595	Janesville	Oil
451.900	Seneca Foods Corpora	IS	KLI570	Janesville	Farm
454.225	Beeper Service Inc	CD	KPB344	Janesville	Phone
461.300	Care-A-van Of Rock C	IB	KNFZ935	Janesville	Bus
461.500	Steves Body Shop	IB	KNCT942	Beloit	Wrecker
461.500	Doric Distributors	IB	KNEQ553	Beloit	Trucking
462.100	Govert Bros Well Com	IB	WXL751	Janesville	Const.
462.175	Total TV	IB	KWH681	Janesville	Cable TV
462.775	Beloit Box Board Co	IB	KKH325	Beloit	Factory
463.250	Carl's Shell	IB	KWK411	Janesville	Wrecker
463.475	Wurtz Mobile	IB	WQR936	Janesville	Wrecker
463.475	Caddy Cab	IB		Janesville	Cab
463.675	Martin Security Inc	IB	KNFS951	Janesville	Security
464.000	Alco Bus Corp	IB	KNCB250	Janesville	Bus
464.000	Gardner Sales Inc	IB	KNAY440	Janesville	Vending
464.000	Steves Plowing & Tow	IB	KNBN286	Janesville	Wrecker
464.000	Stokely-Van Camp Inc	IB	KNEA996	Janesville	Factory
464.000	Roger Rebout	IB	WQE803	Janesville	Farm
464.050	Treuthardts Auto Rep	IB	KNFS604	Janesville	Wrecker
464.075	Coca Cola Bottling	IB	WCV390	Beloit	Trucking
464.275	Scharine's Farm-Syst	IB	KWY314	Janesville	Farm
464.275	Dick Davis Citco Ser	IB	KXE667	Janesville	Wrecker
464.275	Evan's Radio Service	IB		Janesville	Repair
464.475	American Television	IB	KGN512	Beloit	Cable TV
464.500	Sherex Chemical Co	IB	?	Janesville	Factory
464.775	Beloit Collage	IB	KZY891	Beloit	School
469.925	Janesville Brick & T	IB	KB20866	Janesville	Const.

This column is for HF AM, CW, SSB, RTTY and FAX reception reports, notes, articles, and questions related to HF utilities. Services covered in this column include aeronautical, coastal/marine, weather, government, military and 'spy' stations – essentially everything except broadcasting, CB and amateur radio.

Send reports to: Geoff Halligey, 85 Southwood Road, Cottingham,England, HU16 5AJ.

ALL TIMES IN UTC

RECEPTION REPORTS COVER 20 JUNE TO 20 JULY

THE AIR INDIA CRASH

The outstanding monitoring event of June resulted from the sudden disintegration of Air India's Boeing 747, flight AI182 from Montreal to Heathrow.

At 0713 on Sunday, 23 June the jet's signal disappeared from Shannon Airport's radar screens in Eire. There was no Mayday call; by 0900 the presumed disaster was on the BBC news. Meanwhile search and rescue procedures had been put into operation.

Control was taken by the Rescue Co-ordination Centre (RCC) at Plymouth, Devon, using their primary day frequency of 5680 kHz. HMS Challenger, GBKY, and the Irish Navy's fishery protection vessel Aisling were among the search vessels. Air/Sea Rescue (ASR) helicopters from the British

bases at Brawdy, S.Wales and Chivenor (Devon) took off and a patrolling RAF Nimrod was diverted to the scene. U.S. Chinooks and Jolly Green Giants could also be heard.

Traffic on 5680 was almost continuous until evening with search positions, wreckage and body sightings and recoveries being reported every few minutes in the early stages. Amongst themselves the various aircraft reported that they were using 123.1 MHz for inter-communication.

As darkness fell, around 2200,the helicopters returned to their bases and a change was made to the primary night frequency of 3023 kHz.

Reception, at 500 to 600 miles range, was extremely good both day and night of Plymouth RCC, the aircraft and the Navy vessels.

At the time of writing the two flight recorders have been retrieved intact from the wreckage 7000 feet down on the sea bed, and are in Delhi for decoding.

WEATHER BROADCASTS - CANADA

In the July, '85 issue information was sought from members about the Canadian Military Aeronautical Communications System (MACS) weather broadcast schedules. These are:

6753.0	USB	VXA	Edmonton Military	2300 - 1200/H+20
6753.0	USB	CHR	Trenton Military	2300 - 1200/H+30
6753.0	USB	CJX	St. John's Military	2300 - 1500/H+40
15035.0	USB	VXA	Edmonton Military	1200 - 2300/H+20
15035.0	USB	CHR	Trenton Military	1000 - 0100/H+30
15035.0	USB	CJX	St. John's Military	1200 - 2300/H+40

CHANNEL MARKERS

New stations heard:

4046.0	CW	AAA	At 0931 sent the group 70184 repeated over and over for four minutes, then back to AAA.
4605.0	CW	PPP	At 1050 - weak and fading.

WEATHER BROADCASTS - CEN. & S. AMERICA

A recent, but somewhat incomplete and conflicting, schedule of aeronautical Met. broadcasts is appended; members are invited to provide reception reports of any of these stations, which have so far been absent from this column. Mostly in SS, I suspect.

2545.5	CW	ZWRF	Recife Aeradio, Brazil	HN	H+10
2684.5	CW	ZWBE	Belem Aeradio, Brazil	HN	H+10
2788.5	CW	ZWPA	Porto Alegre Aeradio, Brazil	HJ	H+10
2881.0	USB	....	Ezeiza Aeradio (B.A.), Arg.	H24	H+15
3425.5	USB	....	Cordoba Aeradio, Argentina	H24	H+20,25,45 ?
3474.5	USB	....	Pluna Aeradio, Uruguay	HJ	H+10
3601.0	USB	....	Ezeiza Aeradio (B.A.), Arg.	H24	H+15
3900.5	CW	ZWCG	Campo Grande, Brazil	HN	H+10
4675.0	USB	....	Com. Rivadavia Aeradio, Arg.	H24	H+25, 30 ?
4675.0	USB	....	Resistencia Aeradio, Arg.	H24	H+20, 50 ?
4710.0	USB	....	Tegucigalpa Aeradio, Honduras		H+50
5445.5	CW	CXK	Montevideo Aeradio, Uruguay	07-2200	H+10
5469.0	USB	....	Cochabamba Aeradio, Bolivia	10-2215	H+ ?
5475.0	USB	....	Com. Rivadavia Aeradio, Arg.	H24	H+25, 30 ?
5475.0	USB	....	Salta Aeradio, Argentina	H24	H+15, 45 ?
5498.0	USB	....	Com. Rivadavia Aeradio, Arg.	H24	H+25, 30 ?
5498.0	USB	....	Cordoba Aeradio, Argentina	H24	H+20,25,45 ?
5559.0	USB	....	Asuncion Aeradio, Paraguay	10-2215	H+05,15
5720.0	CW	ZWRF	Recife Aeradio, Brazil	H24	H+10
5750.0	CW	ZWPA	Porto Alegre Aeradio, Brazil	HJ	H+10
5920.0	CW	ZWBE	Belem Aeradio, Brazil	H24	H+10
6582.0	USB	....	Pluna Aeradio, Uruguay	H24	H+00
6638.0	USB	....	Cochabamba Aeradio, Bolivia	10-2215	H+ ?
7215.0	CW	ZWMV	Manaus Aeradio, Brazil	H24	H+10
7615.0	CW	ZWCG	Campo Grande Aeradio, Brazil	H24	H+10
8055.0	CW	ZWPA	Porto Alegre, Brazil	HJ	H+10

8905.0	USB	....	Asuncion Aeradio, Paraguay	10-2215	H+05, 15
8952.0	USB	....	Com. Rivadavia Aeradio, Arg.	H24	H+25, 30 ?
8952.0	USB	....	Cordoba Aeradio, Argentina	H24	H+20,25,45 ?
9043.0	CW	ZWRF	Recife Aeradio, Brazil	HJ	H+10
9422.5	CW	ZWCG	Campo Grande Aeradio, Brazil	HJ	H+10
9855.0	CW	PZI	Zandery Aeradio, Surinam	0050-1850	
9880.0	CW	ZWBE	Belem Aeradio, Brazil	HJ	H+10
11369.0	USB	....	Ezeiza Aeradio (B.A.), Arg.	H24	H+15
11500.0	CW	ZWMV	Manaus Aeradio, Brazil	HJ	H+10
13294.5	USB	....	Pluna Aeradio, Uruguay	HJ	H+00
13415.0	CW	OAB41	Villa Aeradio, Peru	0045-1915	

It is understood that Pluna Aeradio is at Montevideo.

As every typist knows, you finish a list and congratulate yourself on a good job over. But then Murphy's Law* operates; you turn the page and find the bits you missed ! Murphy also lays down that the missing bits belong to the middle of the list and cannot be tagged on either end.

So please add:

Brasilia Met., Brazil, on 6603.0, 10057.0 and 13352.0 kHz. Hours of operation 09-0300, broadcast times not known.

*Murphy's Law says that if you drop a slice of bread and jam, it always lands on the carpet jammy side down.

LETTERS AND NUMBERS

Some new, some old; all heard recently:

3258.0	USB	.....	Numbers in GG, 2210
4010.0	USB	DSB21	Numbers in GG, 1600. This station is a 'regular' and has been using this frequency and callsign for some years. Transmits frequently.
4028.0	USB	.....	Numbers in Czech, 2200. Language distinguishable by 'yednoh' for figure one.
10125.0	USB	CIO2	Repeated calls, 0947. This is an additional frequency for the Mossad (Israeli) 'letter' station often heard on 6790.0 and 13150.0 kHz.
11246.0	USB	.....	Numbers in Czech, 1034
11273.0	USB	.....	Numbers in GG, 1015
20350.0	USB	.....	Numbers in GG, 1340. (Higher freqencies creeping back ?)

THIS MONTH'S LOG

In addition to those stations mentioned elsewhere in this column, the following have been heard:

4310.0	CW	MTI	Rosyth Naval, Scotland. Royal Navy	0838
4246.2	CW	FUG	La Regine Naval, France. French Navy	1915
4314.5	CW	GYA	London (Northwood) Naval, England	1409
5426.5	CW	LBA	Stavanger Naval, Norway	2217
8992.5	CW	FUV	Djibouti Naval, Djibouti. French Navy	2250
10130.0	CW	RCV	Moscow Naval, USSR	1130
10498.0	USB	WG	clg JC. U.S., female voice	1044
10945.0	CW	CFH	Halifax, N.S., Canada. Canadian Forces	1037
11351.0	USB	...	French airline house frequency	0802
12856.0	CW	XSG	Shanghai Radio, PRC	1625
13000.0	CW	SXA	Spata Attikis Naval, Greece	2236
13035.0	CW	FUF	Fort de France Naval, Martinique	2240
13235.5	CW	HWN	Paris (Houilles), France. French Navy	1232
15035.0	USB	VXA	Edmonton Military,wx. Canadian Forces	2220
15035.0	USB	CHR	Trenton Military, wx. Canadian Forces	2230
17040.8	CW	FFS8	St. Lys Radio, France. CQ tape	1620
17060.0	CW	4XO	Haifa Radio, Israel. CQ tape	2234
19954.7	USB	...	Ascension Is. U.S.Forces Telcom	1615
22443.0	CW	YUR	Rijeka Radio, Yugoslavia. CQ tape	1010
22479.0	CW	CUL	Lisbon Radio, Portugal. CQ tape	1011
22481.0	CW	Y5M	Ruegen Radio, GDR. CQ tape	1012
22509.0	CW	FFL9	St. Lys Radio, France. CQ tape	1013

RECEPTION CONDITIONS

The general daytime absence of signals above about 19 MHz continues, although a few in the 22 MHz band appear in THIS MONTH'S LOG, above. Yet 18 July must have been an all time low - the band 22000 to 23000 kHz was scanned several times around 1500. Almost unbelievably, there was only one audible signal (on an ICOM R70) through the whole of this band. This was D3E81, Luanda Radio in Angola on CW, running a CQ tape on 22330.5 kHz. Even more strangely this sole station was blasting in at QSA5+.

Later, around 1530, UJQ7, Kiev (?) USSR, was calling 4LA on 22440.0 kHz with a traffic list. By 1800 a number of Europeans (1000 to 1500 miles) were starting to come in:

22318.5	CW	FFS9	St. Lys Radio, France
22362.5	CW	HEB	Berne Radio, Switzerland
22376.0	CW	IAR	Rome Radio, Italy
22533.0	CW	EDZ7	Aranjuez Radio, Spain
22563.0	CW	FFT91	St. Lys Radio, France.

No voice or RTTY stations, marine or otherwise, were heard during the above times.

For your information, St. Lys is about 15 miles SE of Toulouse; Aranjuez is 30 miles S of Madrid - both stations are well inland.

That's all for now, best wishes to all,

Geoff

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:

Rob Berezowski, 310-4045 Rae St, Regina, Saskatchewan, Canada S4S 6Y8

Greetings from Regina, and welcome to the Canada column. It's summer, and things are pretty hot here, and in Vancouver it's certainly been very hot for a certain Vancouver police officer.

My first story involves the Vancouver Police Dept, and therefore I have the pleasure of passing it on to you. However, the same thing could have happened anywhere.

The growth of mobile radio services over the past few decades has created a new phenomenon. You hear it everywhere, and not just in North America either. This problem is found in systems ranging in complexity from simple base to mobile systems all the way up to multi-channel repeater systems. This problem is the stuck microphone. At best, a stuck mic is a nuisance. At worst, it can be a safety hazard. Worse still, it could be very embarassing for the operator.

The Canadian Press recently carried a story about a stuck mic in Vancouver. When does a stuck mic make headlines across the country? Well, it has more to do with what was said. Recently a Vancouver P.D. motorcycle cop spent an hour telling a buddy about a hot night he'd had with a woman he met at that city's Greek Day celebrations. Unfortunately, he didn't know that his radio mic had jammed open and he was transmitting every steamy word city-wide on channel 3 (143.565R).

As the dispatcher repeatedly tried to alert him, he told his buddy, among other more unprintable things, that the escapade was "great for the ego."

One can only imagine the ridicule that officer received afterward. The channel was effectively jammed during this hour, and I'm sure the officer was spoken to by some of the higher brass in the department. Microphones seem to find the worst possible time to jam open, don't they?

Here's a note of general interest to all members. One of the Canadian members has donated a complete set of RCMA Newsletters from Issue #1 to Jan 85. It would cost over $100 to compile such a set, but the member and I will gladly donate them to any member willing to pay the costs of delivery. The member lives in the Windsor area, so it may be possible to eliminate postage costs if the recipient lives in that area. The set is a very good investment, and it's first come, first served. Write or call me for details.

The first letter this month comes from Tom (CAN-084). He sent in an interesting letter on a variety of subjects. He says that according to a recent article in the London Free Press, a public inspection commission examining all provincially owned buildings in the London area toured the OPP building. The OPP received very unfavourable comments on the new radio system. The equipment for the new system is just sitting in the radio room of #2 District HQ in London. The installation program has run out of funds because of an under-estimate of the total cost of the system. It is supposed to cost over $100 million. Rumours on the grapevine are that the system will not be completed until 1987 or 1988, at least.

Tom also attended a dinner where the OPP canine officer from #2 District (London) spoke about canine units and demonstrated his dog. The dogs cost a total of $30,000 to train (each dog), and this training includes search & rescue, drug enforcement, attack and obedience skills. The training program is 14 weeks, and the $30,000 includes the cost of a station wagon to carry the dog. There are 15 dog teams stationed around the province, usually at the District HQs. The canine units operate on the same radio system as the other officers, but also carry pagers because they are on call 24 hours.

Tom also mentioned that he figures the Ontario MTC frequencies in the 165 MHz range are actually images of the 143 MHz frequencies. That is, 143.730, 143.805, 143.880, and 143.970. Tom commented that recently he has been receiving signals from the Toronto Police Force (more than 240 km away) on the London PD frequencies of 142.305 and 142.035, as well as on 142.335 (used by Strathroy PD). This skip usually occurs just after a major storm and/or air movement, suggesting that the signals are being ducted through the atmosphere. Thanks for writing in, Tom.

Next we hear from David (CAN-037). He passes on that the Ont Ministry of Health Ambulance in Windsor is using a new Hospital Patch channel: 150.665 now replaces the old channel of 155.520 for ambulance crews to communicate directly with the hospitals. The old channel was causing interference with police departments in Michigan.

Dave also passes on word that a new Frequency Directory for Ontario is available. The book covers Ontario (only Ontario, as emphasized on the order form), and according to Dave is accurate and reasonably up to date. Information can be obtained from Haruteq, PO Box 9268, Stoney Creek, Ont. L8G 3X9. Thanks for writing in, Dave.

Now we move to B.C. with information from two members. The first letter is from Dave (CAN-027). He sent in some information on the BC Emergency Health Services (EHS), as well as some frequencies for a few other agencies.

BC EHS (Ambulance)	Nanaimo	149.260
	Victoria	149.590
		149.680
		149.890
B.C. Ferries portables		458.6375
(another common frequency is 155.910 -rb)		
Inland Security	Duncan	451.2625
RCMP (new frequency)	Colwood (lower island)	141.090

The other letter comes from Sid (CAN-109). He has found the frequencies used by the Vancouver Regional Transit for the new Automatic Light Rail Transit (ALRT) system in the Vancouver area: 410.4875/415.4875in - appears to be the main channel and covers the system from end to end.

410.2875/415.2875in - used from Stadium station and through the tunnel under the city to Granville and Burrard stations. At the Waterfront station, the trains go back to 410.4875.

410.0625/415.0625in - used at the Burnaby Maintenance Centre.

Currently the system is still being tested, so final operations on the above three frequencies may be different.

Sid also sends in some changes to the Expo 86 information he sent in earlier. Expo 86 security is now on 444.1375. (Ed note: this may or may not be an image. Frequencies in the 420-450 range are beginning to be used, especially for trunked systems. -rb) The repeater on this frequency is more powerful than on 460.6375. 460.6375 is still used by Expo 86 planners and developers. Close to the Expo 86 site is B.C. Place Stadium:

B.C. Place Stadium	Ch 1	463.6125/468.6125in
	Ch 2 Security	464.0125/469.0125in

Because both B.C. Place and the ALRT are deeply involved with Expo 86 operations, all of the frequencies above will be well worth monitoring when Expo 86 opens next year.

Sid also found some interesting frequencies used by BC EHS in his area. 149.440 is the dispatch channel for his area. Sid found that the conversations on 149.440 were being relayed on 414.1875, and Sid says that both sides of the conversation could be heard reasonably well. I suspect that Sid is hearing a fixed point-to-point link, probably linking a mountain top site with the dispatch centre. Sid also heard the ambulance side of the traffic on 142.605 being relayed on 460.2875. 142.605 is used for medical information.

Thanks for all of the information, Sid.

Our next contribution comes from Doug (CAN-041) now residing in Halifax. He sent in three brochures from Environment Canada dealing with the Maritime Weather services available from Halifax Weather Office.

The first brochure outlines the facilities of Weatheradio Canada in Nova Scotia. The main transmitter is located at Geizer's Hill, near Halifax with a call sign of XLK 473. A network of repeater stations blanket the province, providing coverage to all of Nova Scotia and Prince Edward Island. Here are the repeater locations and frequencies: (Each repeater has a range of about 65 km)

Nova Scotia	Halifax (Main transmitter)	162.550
	Cape North	162.550
	Cheticamp	162.475
	Sydney	162.400
	Ben Eoin	162.475
	River Denys	162.550
	Melrose	162.400
	Nuttby Mtn.	162.400
	Aylesford	162.550
	Bridgewater	162.400
	New Tusket	162.550
	Shelburne	162.550
PEI	Bear River	162.400
	Hazelgrove	162.400

There is also a repeater located on Sable Island operating on 161.775. This facility is shared by Environment Canada and the Canadian Coast Guard. It broadcasts notices to shipping, marine forecasts and warnings, and other marine weather.

It should be noted that all of the above facilities broadcast not only marine weather, but public weather forecasts, farm weather outlook (seasonal), and forestry forecasts (also seasonal). Weather radio receivers equipped with an alarm will be triggered by all of the above transmitters. The two other brochures sent in by Doug detail the forecast regions and terminology used by the weather office, including a couple of maps. If there are any members that are interested in receiving a copy of these maps, I can provide copies for an SASE.

The other item sent in by Doug is an article that appeared in the Calgary Herald near the end of April. There is a small, colour picture

of the inside of the cruiser with the MDT installed. A nice view of the rack mounted shotgun, and two radio mikes. One is for the normal radio, but I'm not sure what mike #2 is used for.

The article indicates that the Calgary Police Service has recently begun training on their new $4.2 million computer aided dispatch system (CAD). A sergeant and four constables will have (by the time this is printed) completed a five week training course on the new CAD. This includes lessons on the in-car terminals and the terminals to be used by the dispatchers. These officers will then pass on this knowledge to the rest of the force. Around mid-June computer terminals (MDTs) will be installed and tested in the District 6 patrol cars.

CAD will in most cases bypass the existing voice radio system. The new CAD will eliminate wasted time, human error and overloaded radio frequencies (hopefully, anyway). When a police telephone operator receives a complaint, the information is entered into his/her CRT terminal. This information is then transferred to the dispatcher console. The present system is time consuming in that the same complaint information is handwritten onto a complaint card, and this card is manually passed to the dispatcher. The CAD system will show a real difference in emergency situations, where accuracy and speed are both necessary.

Under CAD, the complaint information will appear on the dispatcher's screen, along with the call numbers of three patrol cars in the general area (I think this means in the same patrol zone). The dispatcher will then select the car he wishes.

A second computer screen and keyboard at the dispatcher's console will keep him/her abreast of where the cars are, which ones are available, which ones are already on calls, and those that are booked off for various reasons. The computer system will also automatically priorize the calls, giving higher priority to urgent calls such as accidents and fatalities.

Inspector Jim Graham, in charge of the Calgary Police Communications section, says that while there will be chatter over the radio between patrol officers and the dispatcher, calls of great importance and urgency will be voice dispatched. In emergency situations, such as injury traffic accidents and deaths, "It's important for other cars to know what's going on" in the event that back-up units are required.

Other CAD systems are already in place in cities such as Vancouver, Ottawa, and Winnipeg. If all goes as planned, the Calgary Police intend to install 240 in-car terminals in their vehicles over the next several months, which would make them the "largest mobile data terminal (MDT) user" of any police force in Canada.

The article was written by Ron Collins, and as I mentioned above appeared in the Calgary Herald somewhere near the end of April. So far I do not know what frequencies will be used by the new CAD MDTs. They may either use one of the existing channels, or install a new base station with new frequencies. If I hear anything more, I'll certainly put it in the column. Thanks for all of the information, Doug.

That's all for this month. Next month I'll have some information on new expansions to the existing radio systems for the RCMP and the CNR in Saskatchewan. Until then, best wishes everyone.

COMMUNICATIONS PROFILE

Cliff Polkinghorn, 14310 Acacia St., San Leandro, CA 94579

This column is for special projects that explain various radio systems in detail. Frequencies and radio codes of not only municipal agencies and certain federal government agencies may be listed, but also large businesses and corporations. The contribution must be lengthy enough that publishing it in one of the regular columns would not be possible. If you are inclined to submit a report as the one below appears, please follow No. 8 in the inside front cover of the Newsletter.

WELCOME TO COMMUNICATIONS PROFILE, THIS MONTH WE HAVE A VERY FINE CONTRIBUTION FROM DAVID E. HALL MD_104. WE WILL BE LOOKING AT MONTGOMERY COUNTY FIRE AND RESCUE SERVICE. I AM QUITE SURE ALL OF YOU WILL FIND IT MOST INTERESTING. WE (this means you the membership) NEED MORE INPUT FOR THIS COLUMN, SO LETS GET WITH IT OUT THERE, IF DAVID CAN DO IT, SO CAN YOU.

NOW, ON TO MONTGOMERY COUNTY

MONTGOMERY COUNTY FIRE AND RESCUE SERVICE, MARYLAND

THE MONTGOMERY COUNTY FIRE AND RESCUE SERVICE IS A COLLECTION OF INDIVIDUAL FIRE DEPARTMENTS (BOTH FD AND VFD) THAT ARE CENTRALITY DISPATCHED THROUGHOUT THE COUNTY.

FREQUENCIES USED:

153.950	F1	FIREGROUND
154.160R	F2	DISPATCH
154.280	F3	MUTUAL AID
155.100	F4	FIREGROUND/ADMINISTRATION (ALTERNATE)
155.340	F5	EMS 1 AMBULANCE TO HOSPITAL
154.710		DATA
33.040		BETHESDA/CHEVY CHASE RESCUE SQAUD

FIRE DEPARTMENTS AND EQUIPMENT OPERATED:

RS-1 BETHESDA-CHEVY CHASE RESCUE SQUAD 5020 BATTERY LANE, BETHESDA
- MR11 PARAMEDIC UNIT
- R10,R12,R13,R14 AMBULANCE UNITS
- R15 AMBULANCE USED BY BCC ALUMNI ASSN
- R17 MASK SUPPORT UNIT AIR CASCADE
- R18,R19 HEAVY RESCUE UNIT
- RCR1 CHIEF VEHICLE
- RCR11 DUTY CHIEF VEHICLE
- RCR13,RCR14 UTILITY VEHICLES
- XX CANTEEN TRUCK

RS-2 BETHESDA-CHEVY CHASE RESCUE SQUAD 5020 BATTERY LANE, BETHESDA
- MICU2,MR21 PARAMEDIC UNITS
- R22,R23,R24,R25 AMBULANCE UNITS
- R28,R29 HEAVY RESCUE UNITS
- RCR2 DUTY CHIEF VEHICLE
- RCR21,RCR23 UTILITY VEHICLE

ST-1 SILVER SPRING FD 8131 GEOGRIA AVE, SILVER SPRING
- A19 AMBULANCE (RESERVE)
- E11 1000 GPM PUMPER
- MICU5 PARAMEDIC UNIT
- T1 100' LADDER TRUCK

ST-2 TAKOMA PARK FD 7201 CARROLL AVE, TAKOMA PARK
- A29 AMBULANCE
- CR21 CHIEF VEHICLE
- CR22 DUTY CHIEF VEHICLE
- E21,E22 1000 GPM PUMPERS
- E23 FWD 1250 GPM PUMPER USED IN SNOW EMERGENCY
- T2 100' AERIAL LADDER TRAC-TRAILER
- U2 UTILITY VEHICLE

ST-3 ROCKVILLE FD 380 HUNGERFORD RD, ROCKVILLE
- A39 AMBULANCE
- B35 BRUSH UNIT 250 GPM
- BT3 ALUMINUM 14' RESCUE BOAT
- CR31 CHIEF VEHICLE
- CR33 CAREER CHIEF OFFICER VEHICLE
- E31,E32 1000 GPM PUMPER
- E33 750 GPM PUMPER
- E34 750 GPM PUMPER (RESERVE)
- MICU3 PARAMEDIC UNIT
- S3 HEAVY RESCUE UNIT
- T3 AERIAL TRAC-TRAILER
- U3 UTILITY 1 TON TRUCK

ST-4 SANDY SPRING FD 816 OLNEY-SANDY SPRING RD, SANDY SPRING
- XX CANTEEN TRUCK
- A49 AMBULANCE
- B45 23 GPM BRUSH UNIT
- CR41 CHIEF VEHICLE
- CR43 DEPUTY CHIEF VEHICLE

E41 1250 GPM PUMPER
E42 750 GPM PUMPER
E43 ATTACK PUMPER 250 GPM
M4 DUTY OFFICER VEHICLE
U4 UTILITY VEHICLE

ST-5 KENSINGTON FD 10620 CONNECTICUT AVE, KENSINGTON
XX CANTEEN TRUCK
A59 AMBULANCE
CR51 CHIEF VEHICLE
CR53 DEPUTY CHIEF VEHICLE
E51,E52 1000 GPM PUMPERS
M5 INCIDENT COMMAND UNIT
T5 100' AERIAL TRAC-TRAILER

ST-6 BETHESDA FD 6600 WISCONSIN AVE, BETHESDA
CR61 CHIEF VEHICLE
E61 1500 GPM PUMPER
E62 1000 GPM PUMPER (RESERVE)
E63 750 GPM PUMPER
M6 INCIDENT COMMAND UNIT
T6 100' LADDER TRUCK REAR MOUNT
U6 UTITILY UNIT

ST-7 CHEVY CHASE FD 8001 CONNECTICUT AVE, CHEVY CHASE
CR71 CHIEF VEHICLE
E71 1250 GPM PUMPER 500 GAL TANK/40 GAL FOAM TANK
E72 750 GPM PUMPER (RESERVE)
HM1 HAZARDOUS MATERIALS RESPONSE UNIT
U7 DUTY OFFICER VEHICLE

ST-8 GAITHERSBURG-WASHINGTON GROVE FD 801 RUSSELL AVE, GAITHERSBURG
A88 AMBULANCE (RESERVE)
A89 AMBULANCE
B85 BRUSH UNIT 250 GPM
CR81 CHIEF VEHICLE
CR83 DUTY OFFICER VEHICLE
E81 1500 GPM PUMPER
E82 1250 GPM PUMPER
MICU6 PARAMEDIC UNIT
T8 LADDER TOWER 85'
U8 UTILITY UNIT

ST-9 HYATTSTOWN FD 25801 FREDERICK RD, HYATTSTOWN
A99 AMBULANCE
B95 BRUSH UNIT 300 GPM
B96 BRUSH UNIT 90 GPM
BT9 16' ALUMINUM RESCUE BOAT
CR91 CHIEF VEHICLE
CR93 DEPUTY CHIEF VEHICLE
E91 750 GPM PUMPER
E92 1000 GPM PUMPER
E93 750 GPM PUMPER
S9 HEAVY RESCUE UNIT 500 GPM
U9 UTILITY UNIT

ST-10 CABIN JOHN FD 7913 MAC ARTHUR BLVD, CABIN JOHN
A109 AMBULANCE
B105 BRUSH UNIT FWD 60 GPM
BT10 ALUMINUM 14' RESCUE BOAT
CR101 CHIEF VEHICLE
E101 1250 GPM PUMPER
E102 1000 GPM PUMPER
M10 DUTY OFFICER VEHICLE

ST-11 GLEN ECHO FD 5920 MASSACHUSETTS AVE NW, WASHINGTON
A119 AMBULANCE
BT11 ALUMINUM 14' RESCUE BOAT
CR111 CHIEF VEHICLE
E111 1250 GPM PUMPER
E112 1000 GPM PUMPER
M11 DUTY OFFICER VEHICLE
T11 100' AERIAL TRAC-TRAILER
U11 UTILITY UNIT

ST-12 HILLANDALE FD 10617 HEW HAMPSHIRE AVE, SILVER SPRING
CR121 DEPUTY CHIEF VEHICLE
E121 1500 GPM PUMPER
E122 750 GPM PUMPER
MICU4 PARAMEDIC UNIT
U12 UTILITY UNIT

ST-13 DAMASCUS FD 26334 RIDGE RD, DAMASCUS
A137 AMBULANCE (RESERVE/DUTY CHIEF VEHICLE)
A138 AMBULANCE
B136 BRUSH UNIT FWD 250 GPM
E131,E132 1000 GPM PUMPERS
E133 750 GPM PUMPER
E134 FWD MINI ATTACK PUMPER 450 GPM
MICU8 PARAMEDIC UNIT
U13 FWD AIR CASCADE UNIT

ST-14 UPPER MONTGOMERY FD 19801 BEALLSVILLE RD, POOLESVILLE
A148,A149 AMBULANCE
B145 FWD BRUSH UNIT 125 GPM
B146 FWD BRUSH UNIT 90 GPM
BT14 ALUMINUM 15' RESCUE BOAT
CR141 CHIEF VEHICLE
CR143 DUTY PARAMEDIC VEHICLE
E141 1000 GPM PUMPER
E142,E143 750 GPM PUMPERS
TW14 TANKER 1500 GAL/750 GPM

ST-15 BURTONSVILLE FD, 15430 OLD COLUMBIA PIKE, BURTONSVILLE
A159 AMBULANCE
B155 FWD BRUSH UNIT 10 GPM
BT15 ALUMINUM 15' RESCUE BOAT
CR151 CHIEF VEHICLE
CR153 DEPUTY CHIEF VEHICLE
CR154 UTILITY UNIT
E151,E152 1250 GPM PUMPERS
S15 HEAVY RESCUE UNIT
U15 SNOW PLOW

ST-16 SILVER SPRING FD 111 UNIVERSITY BLVD, SILVER SPRING
A169 AMBULANCE
CR13 FIRE PREVENTION UNIT
E161,E162 1000 GPM PUMPERS
E163 1000 GPM PUMPER (RESERVE)
SU16 AIR CASCADE UNIT
U16 UTILITY UNIT

ST-17 LAYTONSVILLE FD 21400 LAYTONSVILLE RD, LAYTONSVILLE
A179 AMBULANCE
B175 FWD BRUSH UNIT 90 GPM
CR171 CHIEF VEHICLE
E171 1000 GPM PUMPER
E172 750 GPM PUMPER
SU17 AIR CASCADE UNIT
TW171 TANKER 1500 GAL/500 GPM
TW172 TANKER 2100 GAL/1000 GPM

ST-18 KENSINGTON FD 12251 GEORGIA AVE, WHEATON
E181,E182 1000 GPM PUMPERS
T18 SNORKER 85'

ST-19 SILVER SPRING FD 1945 SEMINARY RD, SILVER SPRING
CR11 CHIEF VEHICLE
CR14 DUTY CHIEF VEHICLE
E191 1500 GPM PUMPER
M1 INCIDENT COMMAND UNIT
T19 100' AERIAL TRAC-TRAILER
TA19 FWD TWIN AGENT UNIT

ST-20 BETHESDA FD 9041 OLD GEORGETOWN RD, BETHESDA
E201 1000 GPM PUMPER
T20 100' LADDER TRUCK U20 UTILITY UNIT

ST-21 KENSINGTON FD 12500 VEIRS MILL RD, ROCKVILLE
- A219 AMBULANCE
- B215 BRUSH UNIT FWD 25 GPM
- CR211 APPARTATUS MAINTENANCE VEHICLE
- E211 1000 GPM PUMPER
- S21 HEAVY RESCUE UNIT 200 GPM
- U5 UTILITY UNIT

ST-23 ROCKVILLE FD 121 ROLLINS AVE. ROCKVILLE
- A239 AMBULANCE
- E231,E232 1000 GPM PUMPERS
- T23 85' SERIAL SCOPE

ST-24 HILLANDALE FD 13216 HEW HAMPSHIRE AVE, SILVER SPRING
- A248 AMBULANCE (RESERVE)
- A249 AMBULANCE
- B245 BRUSH UNIT FWD 80 GPM
- CR243 UTILITY UNIT
- E241,E242 1000 GPM PUMPERS
- T24 100' AERIAL TRAC-TRAILER

ST-25 KENSINGTON FD 14111 GEORGIA AVE, WHEATON
- E251 1000 GPM PUMPER
- MICU7 PARAMEDIC UNIT
- T25 100' AERIAL TRAC-TRAILER

ST-26 BETHESDA FD 6700 DEMOCRACY BLVD, BETHESDA
- E261 1250 GPM PUMPER
- MICU1 PARAMEDIC UNIT
- R41 AMBULANCE
- SET SPECIAL EVACUATIONS TEAM VEHICLE
- T26 100' LADDER TRUCK

ST-27 PUBLIC SERVICE TRAINING ACADEMY 10025 DARNESTOWN RD, ROCKVILLE
- A279 AMBULANCE (RESERVE/EMS)
- E271 750 GPM PUMPER (TRAINING)
- SU27 TRAINING AND DISASTER VEHICLE
- T27 100' AERIAL (TRAINING/RESERVE/EMS)

ST-28 GAITHERSBURG-WASHINGTON GROVE FD 7272 MUNCASTER MILL RD, ROCKVILLE
- A289 AMBULANCE
- B285 BRUSH UNIT FWD 90 GPM
- CR281 UTILITY UNIT
- E281 1500 GPM PUMPER
- E282 1250 GPM PUMPER

ST-29 HYATTSTOWN FD 20100 AIRCRAFT DR, GERMANTOWN
- A299 AMBULANCE
- B295 BRUSH UNIT FWD 300 GPM
- CR291 ASSISTANT CHIEF VEHICLE
- E291 1250 GPM PUMPER
- E292 750 GPM PUMPER

ST-30 CABIN JOHN FD 9404 FALLS RD, ROCKVILLE
- A309 AMBULANCE
- B305 BRUSH UNIT FWD 250 GPM
- BT30 12' INFLATABLE RUBBERIZED RESCUE BOAT
- E301 1250 GPM PUMPER
- E302 1000 GPM PUMPER
- U30 UTILITY UNIT

ST-31 ROCKVILLE FD 9615 DARNESTOWN RD, ROCKVILLE
- A319 AMBULANCE
- B315 BRUSH UNIT 250 GPM
- E311 1500 GPM PUMPER
- E312 1]0 GPM PUMPER

ST-33 ROCKVILLE FD 11430 FALLS RD, ROCKVILLE
A339 AMBULANCE
B335 BRUSH UNIT 250 UNIT
E331,E332 1000 GPM PUMPER
U33 UTILITY UNIT

ST-40 SANDY SPRING FD 16911 GEORGIA AVE, OLNEY
A408 AMBULANCE (RESERVE)
A409 AMBULANCE
B405 FWD BRUSH UNIT 250 GPM
E401 1250 GPM PUMPER
E402 750 GPM PUMPER
E403 500 GPM PUMPER

Editor: Bob Cheek
22320 SW 63rd Avenue, Boca Raton, FL 33428

Hello and welcome to the Computer Corner. Another month has passed, and I again find myself here in front of the "One Eyed Monster." If you haven't already noticed, I am using a different printer this month. With the problem of the > and < signs that I wrote about last month, I thought that I might try the dot matrix printer for the column this month just to see how it looks in print. For comparison, the previous columns had been printed with a Olivetti Praxis 35 typewriter interfaced to the Leading Edge PC. The font (print style) was 10 pitch Pica. This new font is a "correspondence quality" 13 pitch with proportional spacing. Your comments on the readability are solicited.

I have had an considerable amount of mail lately from members in regard to problems in trying to convert programs from one computer to another. The programs published here are for many different machines, and of course Murphey being the fellow he is, the program that you see here that is just what you want is not for your machine.

One of the original concerns that I had when I first considered writing this column was that there is not a "standard" Basic programming language that all home computers share. One of the nice things about high level languages (of which Basic is only one) is that they are supposed to be transportable. That is to say, a program written and debugged on one computer can be transported to another and have a good chance of running. But back in the real world, very few of even the most rigid high level languages are truly transportable to <u>any</u> target machine.

Many of the differences in languages come from the environment created by the computer or microprocessor that they run on. This is particularly attributable to extentions, or additions to the languages. Basic is a language made up of almost entirely extentions. The original "Dartmonth Basic" which was invented at Dartmonth Collage in the '60s was very rudimentary, and designed as an easy to use computer language for non computer people to do simple arithmetic and printout results on a teletype machine. Extentions to Basic must account for at least 70% of the language as we know it today!

Let's first try to understand a little of how the computer uses the language in the hope that it will bring some understanding of the steps required to convert a program from one computer to another.

The Basic in your home computer is an interpretive language. It reads a list of instructions, interprets, and executes the instructions by finding the routine built into the

program that handles that type of instruction. An example would be if I said to you, "go to the store and get some milk", you would interpret the instruction and know that in order to carry out the instruction, there were many steps involved. You have to get in the car, start the engine, drive to the store, go inside, find the dairy case, get the milk, go to the check out counter (wait in line), pay for the milk.....and so on, and so on.....

The Basic interpreter does the same sort of thing when you type an instruction like:

```
10 PRINT "GO TO THE STORE AND GET SOME MILK"
```

It first must recognize the instruction verb, PRINT. It does this by looking through a list of keywords, and if it finds the keyword there is a link established to the actual routines that will perform the print. Then it has to find the variable "GO TO THE STORE AND GET SOME MILK". The routine pointed to by the keyword table will allow the program to send the string to the display device one character at a time, and going through many machine level instructions to print each character.

Now that sounds pretty simple but think about all the various instructions in the Basic language and what it would take to recognize each one. To speed up this process the interpreter uses tokens for the instruction keywords, so that it has to only look for a one character keyword. This speeds up the search through the list! When you type in the instruction as above, it goes through a routine called a parser, that recognizes the PRINT verb, finds its token, and sticks the token into the program list! This is getting complicated!

Many home computer Basics will allow you to use the tokens too. For instance in Microsoft Basic the token for print is the character ? (Question Mark) and you could type the instruction example above like this:

```
10 ?"GO TO THE STORE AND GET SOME MILK"
```

and get the exact same result! However, if you list the instruction, it will read PRINT "GO TO ..... because the parser also unparses the tokenized code so that you can read the listing in the same form that you type it in!

That brings us down to an example of a problem with converting a listing that was brought to my attention by a RCMA member in Chicago. The example of a bubble sort that I published several months ago, and it started like this:

```
10 'EXAMPLE OF A BUBBLE SORT ROUTINE
20 DIM A$(20)
30 '
40 '
50 '
60 PRINT "UNSORTED DATA - "
```

The offending characters were the apostrophe, which is the token for a REM statement in Microsoft Basic. The normal keyword REM had been replaced with the token. It is considered good programming practice to use the REM statement to document the listing and make deciphering it easy on others, and yourself six months later when you are trying to remember what you did!

Another area to watch for is the fact that some Basics don't require the quotes on the end of a string. In the example above:

```
60 PRINT "UNSORTED DATA -
```

is legal in Microsoft and some other Basics.

Another inconsistency is the IF - THEN -ELSE statement. The syntax of the IF - THEN statement is:

```
IF <Condition> THEN <Action1> ELSE <Action2>
```

In executing this instruction, the interpreter first evaluates the expression in the condition and if it is true, executes the action number 1. If false it would execute action number 2. Without the ELSE portion of the statement if the condition was not true then the interpreter would step to the next line in the program. Some of the Basics that I have seen do not support the ELSE portion of this type of IF - THEN statement. To construct the equivalent logical function without the ELSE requires just a couple of extra lines of code. Here is a more specific example:

```
10 IF A=B THEN PRINT "A is equal to B" ELSE PRINT "A is not equal to B"
```

This line tests the expression "A=B" and if true prints the message that tells us that A is equal to B, and if false prints the message that A is not equal to B. Without the ELSE the same function could be coded like this:

```
10 IF A=B THEN GOTO 30
20 PRINT "A is not equal to B"
25 GOTO 35
30 PRINT "A is equal to B"
35 .....The program continues.....
```

without the ELSE the same function can be duplicated, but as you can see it takes some messy branching around to make it work. There are other ways that this can be done, but it depends on the machine and just what needs to be accomplished by the program.

On the machine dependent extentions that I was talking about earlier, many of those have to do with unique features of the video display. Basic commands like DRAW, PLOT, SET and RESET for drawing shapes or setting and clearing pixels on the screen may not convert at all on your machine. An example of that might be the PRINT@ statement of a TRS-80 Computer. The useage of is like this:

```
200 PRINT@320,A$
```

and would cause the variable A$ to be printed at the 320th character position on the video screen. Since the TRS-80 has 64 characters per line, that would place A$ at the first character on the fifth line of the video display. To do the same function on a IBM PC you would use the LOCATE instruction:

```
200 LOCATE 5,1:PRINT A$
```

This example brings up another difference. Notice that the second example has two statements on the same line, seperated by a colon. The delimiter for statements on a single line is often different from one Basic to another.

When you come upon an line that causes and error on your machine, you should first determine what the program is trying to accomplish, and then consult your programmers reference manual for you computer on that particular instruction. It may be just a simple syntax adjustment, like a COLON instead of a SEMICOLON, or it may be a feature that needs to be recoded like the IF - THEN - ELSE discussed above. It takes some time and patience, but it is also a great learning experience.

There is just no way that I can tell you all the differences between all of the different Basics in use. First off, I don't have a lifetime to research all the data that would be required to do it! But, I hope that this short discussion will give you a good starting point to convert some of the Basic programs that you find in this and other publications.

It is usually quicker to convert an existing program than to write one from scratch, but it can still take a while! I have been working on converting a Hurricane Plotting program for several weeks now. I do a little at the time, but then that is because I have a short attention span!

I hope that this will be of help to you who are trying to convert these programs for you machine. And, if you see a program in the Computer Corner and you convert it to your machine, how about running off a listing, and I will publish it in the Computer Corner!

Next month, I will show you an specific example of the conversion. I will reprint the frequency program from a few months ago, from David LA 031 for the TRS-80 Color Computer, and a converted version for the Commodore C-64 from Dave AZ 063. So until next time!

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to:

Scott Mattson, 2820 Bridge Ave., Point Pleasant, NJ 08742

CONTACT WANTED: This member desires to contact any member in the central New Jersey area to exchange frequencies and any scanning ideas.
ERNIE HAASE (NJ-183) 1143 Cambridge Lane, Bridgewater, NJ 08807 (7/18/85)

FREQUENCIES WANTED: This member seeks all frequencies used by the Florida Marine Patrol including dispatch and mobile units. Also, if available, guard service frequencies used at condo developments in the Coconut Creek area.
JOE McGINLEY (FL-196) 4209 Carambola Cir. S., Coconut Creek, FL 33066 (8/1/85)

WANTED: Frequency info on U.S. Forest Service and CA Dept. of Forestry in the southern California area. This member is also interested in swapping PD, FD, and Forestry patches. Avid collector just getting started.
BILL GONYO (CA/LA-614) 12310 Blodgett Ave., Downey, CA 90242 (8/1/85)

FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has issued a waiver procedure under which certain federal agencies will be able to procure equipment and communications service directly from AT&T. Under terms of the AT&T divestiture, the Bell operating companies were split off and AT&T was required to establish fully independant subsidiaries to market customer equipment. (Which they did, namely AT&T Information Services.) Any AT&T subsidiary that did provide communications (such as AT&T Communications) conversly could not provide customer equipment. Throughout the years of the divestiture proceeding, government agencies had expressed concern regarding the status of various nationwide communications systems and how they would be handled after the AT&T breakup. The collective comments of the Federal Executive agencies in this proceeding stated that they deemed it "essential that the single point of contact be maintained to ensure equipment compatibility, comprehensive system coverage, maximum system performance and the minimization of any risk of unauthorized disclosure". They argue that AT&T Communications has the experienced personnel who understand these systems and that without their expertise unacceptable outages would occur. Other communications suppliers argued that there has been no showing that only AT&T can provide these critical systems. In December, 1983 the FCC issued a temporary waiver of the divestiture provisions applying to customer equipment, the waiver applicable to 21 specific systems.

In this Sixth Report and Order in the divestiture proceeding, the Commission states that two conditions are essential to ensure the viability of National Security and Emergency Preparedness

(NSEP) communications systems - that the Department of Defense and other specified agencies have a single point of contact within the industry for the procurement of end-to-end services and that the provider of such services have the demonstrated capability to do so. They are not convinced that any entity that doesn't provide a communications service is capable of providing the technical and coordination skills, and believe that the national security interests would be best served by allowing a telecommunications company that provides a complete, end-to-end service to continue to do so. The Commission also states that they have taken numerous actions over the last decade to promote competition in the provision of communications services and equipment but that in this instance it is difficult to create a fully competitive environment while at the same time avoiding unacceptable national security risks. Therefore AT&T Communications will be allowed to serve as a single provider for the 21 NSEP communications systems noted in the temporary waiver. AT&T Information Systems would own its existing equipment but AT&T Communications would be responsible for any new equipment acquired to preserve existing capabilities. The same conditions would apply to those services supplied by the Bell Operating Companies. Government procurement regulations are applicable in most instances in any case, and these will help promote competition in the NSEP systems procurement process. Another provision of the waiver is that AT&T Communications and the Bell Operating Companies must inform the specified Federal agencies of alternative suppliers in case additional equipment is to be purchased. There are also quarterly reporting requirements.

The specified Federal agencies which will be able to obtain equipment and services under this waiver are the Department of Defense, the CIA, the Department of Energy, the Department of the Interior, the Department of Transportation (the FAA and Coast Guard), FEMA, GSA, NASA, the Nuclear Regulatory Commission and the US Information Agency.

The 21 specific systems mentioned are as follows:

The FAA. Although most of the equipment is provided by Bell Operating Companies, the majority of the 17,000 circuits used in the Air Traffic Control system will continue to be provided by AT&T.

FEMA. The FEMA National Warning System. The system used to furnish information concerning natural disasters or impending attack on the US to various local and Federal agencies, from which the warning is then disseminated to the public.

The FEMA National Voice System, a leased system connecting FEMA regional offices and state Civil Defense offices.

The Emergency Broadcast System.

And a special purpose system, the use, location and all other details of which are classified.

NRC. The Emergency Notification System, a "hotline" used by NRC licensees for reporting unusual "events" or nuclear emergencies.

WHCA. The transportable consoles used for Presidential support by the White House Communications Agency during travel outside Washington will continue to be provided by AT&T. Also, the voice circuits provided from locations throughout the world, plus maintenance from Western Electric, developer of the consoles.

The Echo-Foxtrot system, a system of remoted UHF transceivers located throughout the country and used for communications with presidential aircraft.

D.O.D. Autosevocom, an automated secure voice network using the Autovon network.

The Joint Chiefs of Staff Alerting Network, a non-secure voice alerting system connecting the National Military Command Center with command centers worldwide.

The Minuteman Net. A VHF mobile radio system in the Washington, D.C. area, interconnecting with the National Military Command Center.

The Air Force Command Post Alerting Network, an extension of the JCS Alerting Network, between major Air Force Air Commands.

The Air Force Command Post Record Capability, a secure facsimile network between Air Force major commands and the Air Force Operations Center.

The SAC Primary Alerting System.

The SAC Operations Conference System, providing a conferencing

network (including Air-to-ground radio) for technical advisories, plus providing a back-up for the Primary Alerting System.

The SAC Command Post Command and Control consoles, although provided by Bell companies, will be integrated with the transmission network provided by AT&T Long Lines.

The Tactical Air Command Command and Control Alerting System.

The TAC Control Management System, a digital net between TAC Headquarters and the TAC numbered Air Forces.

The Military Airlift Command operational phone system, which was designed by Western Electric, provides voice communications between MAC Command Center and its Operations Centers.

The Air Force Digital Graphics System, a worldwide facsimile network for the distribution of weather maps. There are 164 terminal locations in the US alone, leased from AT&T Long Lines.

The NORAD Alerting System. A voice network used by the Commander-in-chief NORAD for command and control, it is in the process of being upgraded by AT&T with the addition of computer control for circuit status monitoring and other functions.

FEDERAL GOV'T and ★ MILITARY ★

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Here we are, Trick or Treat time again. Hope your month is full of treats! Here's what I found from my mailperson's bag of tricks this month. Let's start close to home...mine, that is!

GLENVIEW NAVAL AIR STATION, ILLINOIS

BOB BARBER (IL-269) lives near the Glenview Naval Air Station, Illinois. He offers the following:

Glenview N.A.S. was constructed in 1942 as a naval reserve and training facility for World War II, and its purpose remains the same today. There are many light civil aircraft based at Glenview because many retired Naval officers residing in the immediate area have formed a rather large flying club.

Aircraft taking part in the Chicago Air Show are usually based at Glenview for their stay. But no stunt flying is allowed due to several previous fatal accidents, one Phantom in 1970 lost power after takeoff and crashed into a nearby home, and in 1978 a British Vulcan Bomber crashed shortly after take off killing five crew members. Aircraft returning to the base after their performance usually make a low level approach to the delight of the audience that usually gathers.

Because of the heavy aircraft congestion in the Chicago area, no UHF-Aircraft frequencies are used as primaries. This appears common in similarly congested areas across the country to avoid possible confusion in using systems that all aircraft cannot hear. The bases transmitting on the VHF channels do simulcast on UHF frequencies as a precaution, but you will hear the military aircraft on VHF.

121.850 Ground Control
126.200 Glenview Tower
140.025 Security ("Blue Control")
140.075 Phone patching
140.100 Ramp Operations (Fire dept., runway snowplows, ground control)

Thanks, Bob. I can add a little from the open house held there July 13th and 14th.

139.550 "Galley" personnel taking food to tents
140.100 called F-1
140.025 F-2

Fleet Logistics Support Squadron
VR-51 Bucksaw Base 344.2 mHz

Patrol Squadrons
VP-60 Cobras "Snake Base" 264.2
VP-90 The Liberators "X-Ray Base" 302.6 mHz

ED SIROVY (IL-004) has sent the following commentary of what he terms THE reference manual for military-philes. He says it "is so detailed that one gets mad when one finds something omitted...a must book for travelers, not complete but the best available starting point." Here's what Ed has to say:

NUCLEAR BATTLEFIELDS by William M. Arkin and Richard W. Fieldhouse, published by Ballinger Publishing Co. (Harper & Roe). Another book on the nuclear defense (offense) establishment. Lotsa good stuff on SAC/Tac and the communications chain. There are references to Mystic Star, NEACP, Looking Glass, Coverall, Giant Talk/Scope, GWEN, BMEWS, PARCS, Pave Paws, CADIN/Pinetree MEECN, SLECS, a real alphabet soup. Maps showing expected US targets areas -- one civilian and one military. Also maps of nuclear weapons (ours and theirs), along with tables and model counts. Listed is the mission of Andrews Air Force Base and its radio sites of Brandywine and Davidsonville. How about Laytonville, bunker for an unidentified government agency. Indeed, there is a state by state and country by country roundup of important military sites. "Important" meaning those of non-strategic natures (like Great Lakes, Illinois, are omitted) while surprisingly other less known are included (like Chanute A.F.B., Illinois, because missile men are trained there).

GWEN (Ground Wave Emergency Network) will be interpreting because it will have five hundred hardened LF transmitters using three hundred foot towers, possibly existing AM/FM broadcast towers. There are already six hundred and seven "protected" commercial broadcasting stations with two thousand seven hundred and seventy-one scheduled by 1989. In the Pacific area, messages are being sent to submarines using LORAN-C.

He also recommends "Secrecy and Democracy: The CIA in Transition" by Stansfield Turner, a 1985 publication of Houghton Mifflin, Company.

Our thanks to Ed for taking the time to prepare his review.

CLIFF POLKINGHORN (CA-AL-029) sends along the following from military bases near his San Leandro home:

149.125 NAS Alameda - Security
* 50 series # = patrol (sectors)
* uses 10-code, but somewhat different than others used in California

149.075 NAS Alameda - Fire
* #9 = Base Control
* A.T.I. #90 series = fire rigs
* Signal 200 = Structure Fire

140.100 NAS Alameda - Crash Crew & Medical
* #4 = Base Control for Ambulance Dispatch
* #40 series = Ambulances (only 41 & 42 heard)
* N.H.O. = Naval Hospital Oakland (Oak Knoll)
* #30 series = Crash Rigs
* Signal 200 = Structure Fire

148.975 Naval Station, Treasure Island - Security
* Central = Base Control
* #40 Series = Patrol Units

141.000 Oak Knoll Naval Hospital (Oakland, CA)
* #30 Series = Patrol Units

140.075 Criminal Investigation Division
* N.I.S. Agent to T.I. Security
* Moffett 3 to Moffett 2

148.300 Naval Station, Treasure Island - Fire
* Kingfisher to Firemaster 2
* Box 181261
* Firefly One
* Chief One

Thanks Cliff. We appreciate this interesting California coverage. Let's wind up this month with more California coverage, first:

WINTON (CA-SD-069) provides the following list of Camp Pendleton, California.

CAMP PENDLETON, CALIFORNIA

Freq.	Channel Use or Designation		
138.600	Fire, Ch-1		
140.500	Fire, Ch-2		
140.925	Fire, Vehicle/Mobile		
149.450	Hospital - Device X-ray		
149.625	Hospital, Vehicle/Mobile		
139.675	PMO Tac-1 (MP's)		
138.025	PMO Tac-3 (MP's Primary)		
138.375	PMO Tac-4 (MP's)		
140.000	PMO Tac-2 (mobile??)		
30.35	Crash Net		
138.800	"Tango One"		
138.850	"Alpha"		
140.525	Crash Net		
142.675	Naval Ordinance Gate		
149.010	"Hotel"		
149.050	"Kilo Seven"	Active Frequencies -- Use Unknown	
149.275	"Papa/Charlie"	148.290	
149.300	"Oscar"	148.375	
149.370	Weapons	148.725	
149.425	Brig	148.975	Aboard Ship??
149.500	"Ironsides"	149.070	
149.775	Animal Control	149.130	
150.090	Public Works	149.235	Maintenance, Plumbing??
150.100	"Kilo"	149.430	Small Boats??
150.650	"Mike"	149.490	Maintenance??

So, there goes October! Our thanks to Winton and the others who took the time to share. Be sure to tune in next month.

Before we go, one simple reminder. When you send material in for publication, please send the material to the appropriate column editor. From time to time I receive material that should appear here from editors of other columns. Please, send the Federal or Military material to this column. It will save your regional editor a little of his valuable time. Thanks. And, Happy Halloween!!!

73

Dennis

NOSO

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Greenville, NC 27836-3047

PAID ADVERTISING

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

I looked around my room this month and came up with a stack of odds and ends of frequency information that I've been holding on to. None of this fit into the pattern of any past column and so they kind of just piled up. So here they are:

From Ed Soomre comes the following bits and pieces.

USSR 36-48 MHz Industrial Commercial Service-cabs, ambulances, maintanence crews (via Radio Moscow DX program!!). This confirms some of the low band skip I received several years back and reported here in the January 1980 Newsletter.

Ed also writes- "on my trip to Ecuador, saw much high band use (I had no scanner) on PD and DPW vehicles. Radio station HCJB uses 160MHz. repeater for comms and 455 MHz for remote broadcast." Very interesting- does anyone have additional info on this?

From the FCC Microfiche: American Samoa

Pago Pago:

130.900 AF WFU 5 Aeronautical radio
131.400 AF KVO 7 Aeronautical radio
451.550 IP KST 784 Chevron Telecommunications

Tafuna:

464.900	IB	WRE-734	Milovale Inc.
469.900	IB	WGB-960	Milovale Inc.

Tutuila:

151.745	IB	KQX-765	Pan-Am
469.900	IB	KA54844	Milevale Inc.
460.650	IB	KA20917	Pan-Am

Norman Schrein (OH-145) of Fox Consumer Products-the company who produces the Fox Scanner Radio Listings send the following frequencies that he came upon in his research:

149.450	FM		Cable and Wireless (W.I.) Ltd.	Mustique Is.,Grenadine Islands
149.525	FM	CVO 54	Administracion Nacional de Telecomunicaciones	Montevideo, Uruguay
149.570	AM	YNLS 1	Metasa	Tipitapa, Nicaragua
150.500	AM	HT CS	Cotton States	Managua, Nicaragua
150.950	AM	HUBZ	Telecomunicaciones	El Picacho, El Salvador

John Marx sent some additions to the 1979 IFRB listings for the Caribbean, Most are aeronautical or marine frequencies but a few are more interesting.

	BAHAMAS	(type)	(emission)
118.100	Nassau Airport	FA	6A3
118.100	West End	FA	6A3
121.700	Nassau Airport	FA	6A3
122.800	C6PH Freeport	FA	6A3
122.800	C6H28 Fresh Creek	FA	6A3
122.800	Rock Sound	FA	6A3
126.900	Nassau Airport	FA	6A3
157.550	Nassau	ML	16F3
161.750	C6Q99 Nassau	FX,FB,ML	16F3
164.500	Nassau(to Mastic Point)	FX	16F3
453.000	CGG44 Governors Harbour (to Rock Sound)	FX	1000F3
458.000	CGG47 Rock Sound (to Governors Harbour)	FX	1000F3
463.000	CGG43 Governors Harbour (to Harbour Island)	FX	1000F3
468.000	CG14 Harbour Island (to Governors Harbour)	FX	1000F3

	BARBADOS		
163.000	Pigeon Island, LCA (to Reduit, LCA)	FX	36F3
151.500	Pitone, LCA (to Firtree Hill, Brb)	FX	500F3
151.500	Reduit, LCA (to Pigeon Island, LCA)	FX	36F3
167.000	St. Lucia, LCA (to Barbados)	FX	1000F9
172.800	St. Lucia, LCA (to Barbados)	FX	1000F9
417.500	Morne Daniel, DMA (to St. Lucia, LCA)	FX	1000F9
463.100	Morne Daniel, DMA (to St. Lucia, LCA)	FX	1000F9

BRITISH VIRGIN ISLANDS

118.400	Beef Island	FA	6A3
122.800	Beef Island Tower	FA	6A3
156.250	Tortola	FB, ML	36F3
157.500	Tortola	FB, ML	36F3

to be continued next month.... till then

Marketplace

Gary M. Darcy, Editor

Members may advertise, free of charge, items wanted, items for sale, and items for trade that are associated with the hobby of monitor/utility radio listening. No dealer ads will be accepted for this column. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads printed in this column. Send to:
RCMA MARKETPLACE, c/o Gary M. Darcy, P.O. Box 1329, Palmdale, CA 93550.

Please be sure to include your membership number.

All Marketplace ads will be accepted ONLY on special forms available from this column's editor. Send a self-addressed STAMPED envelope (business size) to the address above to receive a supply of forms. Foreign members do not need to include postage on envelopes they send.

.....

WANTED:
Crystals for Radio Shack Realistic PRO-7B (10.7 IF). Need fire, rescue & EMS frequencies. Contact: LES MATTSON (NJ-187), 212 West Broad St., Paulsboro, NJ 08066.

.....

FOR SALE:
Panasonic RF 4900 SW receiver. Good condition. $300.00. Contact: RAYMOND HILL (IN-213), 735 E. Washington St., Greencastle, IN 46135 or Phone 317-653-6479.

.....

FOR SALE:
Regency HX 1000 Pocket Scanner. Used, but in good condition; 6 months old. Includes battery pack and charger. $190.00. Contact: MIKE STARR (MI-152), 3420 Hadley Rd., Hadley, MI 48440.

.....

FOR SALE OR TRADE:
Realistic DX-100 SW receiver. Covers 520 Khz - 30 Mhz. Built-in BFO; includes AC/DC power cords & telescoping antenna. $50.00 or trade. Contact: SCOTT GLICKER (FL-033), P.O. Box 17255, Plantation, FL 33318.

.....

FOR SALE OR TRADE:
Realistic PRO-25. 1 year old, includes 4 nicad batteries, crystals, 2 antennas, AC adapter/charger. $65.00. Contact: SCOTT GLICKER (FL-033), P.O. Box 17255, Plantation, FL 33318.

.....

FOR SALE:
Patches. I have a few obsolete Borough of York, Ontario Fire Dept. patches. Great for traders & collectors. $1.00 each or 10 for $8.00. Contact: MIKE STARR (MI-152), 3420 Hadley Rd., Hadley, MI 48440.

.....

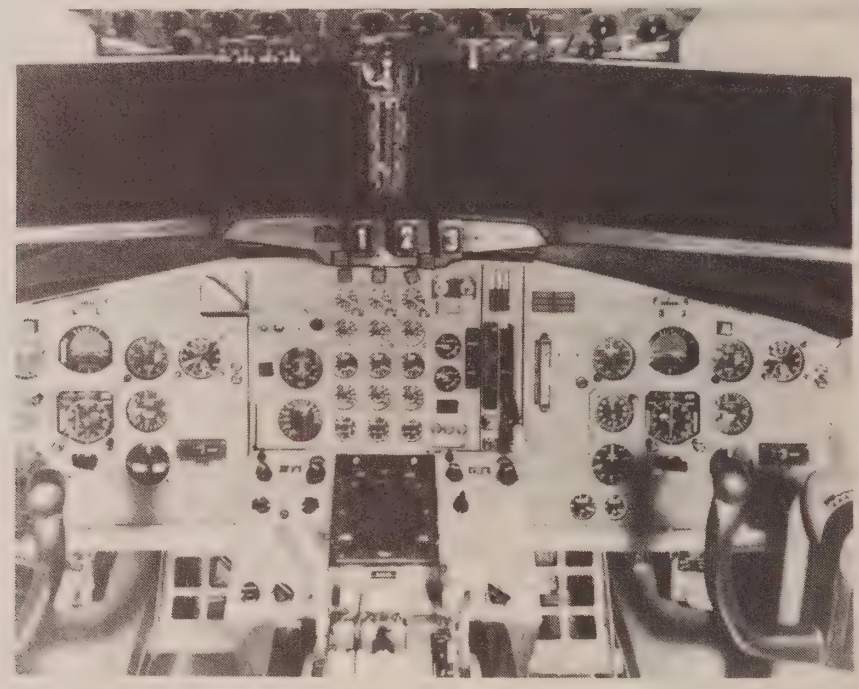
photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 × 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

Welcome to the October edition of your user-friendly Photo Department, as written on a nice day in August. For the first time in a week, there is no WØORE, aero space shuttle mobile, to listen for. Just like last time, the little radio (2.5 watts output) was often close to full quieting on the BC 250. Can't beat those high radio locations!

This month, we have another great contribution from Capt. Bill Mauldin, our General Editor. These photos will make any aircraft buff drool - they show the cockpit instrumentation of a Boeing 727 model 100!

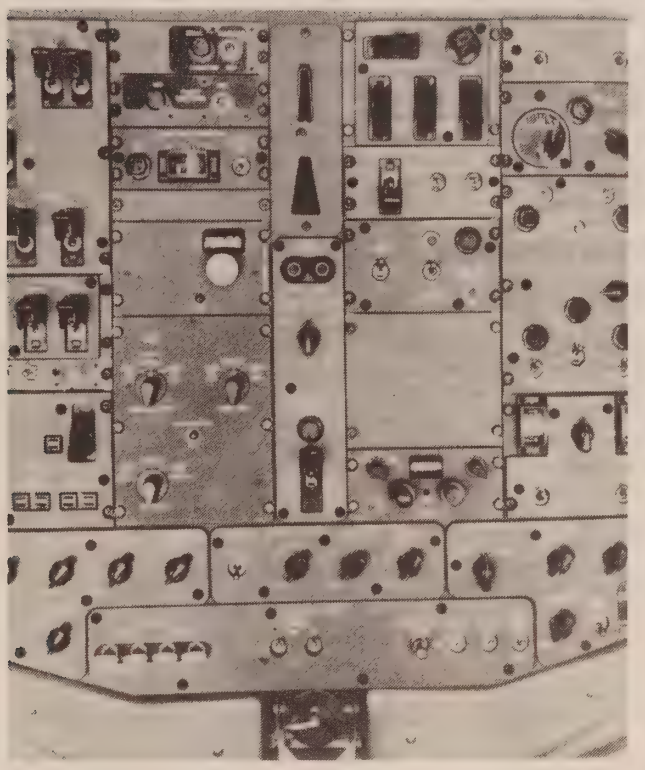


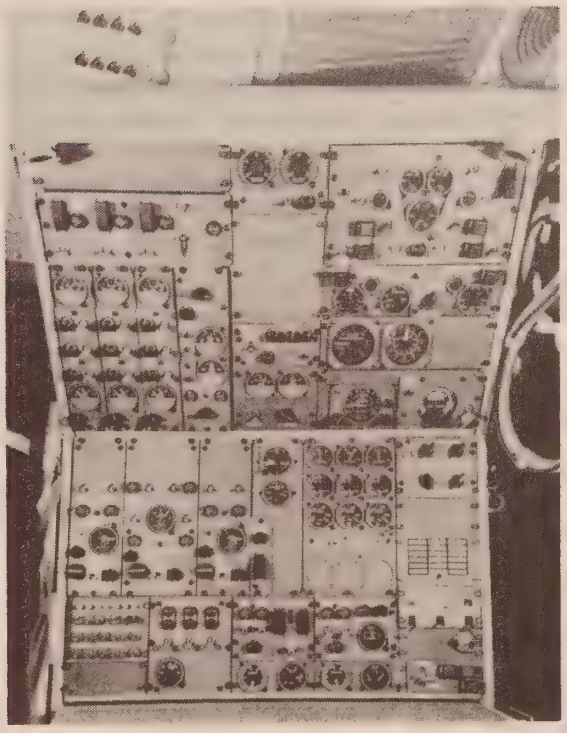
First we see the pilot and copilot seats. Flight instruments are duplicated on either side. In the middle are engine throttles and gauges, plus flap controls and a weather radar.

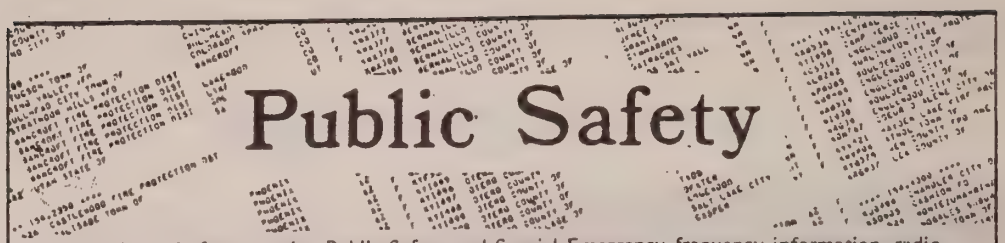
Next is the pilot overhead panel, which controls such functions as hydraulics, braking, lights, heaters, de-ice, and engine ignition. At the top center are devices for stall warning, flight recorder status, and the cabin PA system. Below are controls for the VHF synthesized COMM radios. There are also switches for the "NO SMOKING" and "FASTEN SEAT BELTS" signs, and a call button for the stewardess - sorry, flight attendant!

Last is the flight engineer's panel. The various guages and controls allow close monitoring of various engine and aircraft systems.

Thanks a lot, Bill. These are great. Looking at them is even more fun than playing "Flight Simulator" on the computer. See you next month.







Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

Associated Public-Safety Communications Officers, Inc.

OFFICIAL TEN SIGNAL LIST

APCO states the numbering, sequence, words or word phrasing of the below listed signals may not be altered, nor may the reserved signals be otherwise implemented except by APCO. Any user may employ signal numbers upward, beginning with 10-40, as needed for local dispatching. RCMA publishes this listing in support of APCO and their uniform dispatch code efforts. We will print other dispatch codes, different from the OFFICIAL APCO listing, only to assist our membership in their continued monitoring hobby. It is hoped you find this listing useful.

10-1	Signal weak	10-19	(In) contact
10-2	Signal good	10-20	Location
10-3	Stop transmitting	10-21	Call ( ) by phone
10-4	Affirmative (OK)	10-22	Disregard
10-5	Relay (to)	10-23	Arrived at scene
10-6	Busy	10-24	Assignment completed
10-7	Out of service	10-25	Report to (Meet)
10-8	In service	10-26	Estimated time of arrival
10-9	Say again	10-27	License/Permit Information
10-10	Negative	10-28	Ownership Information
10-11	( ) on duty	10-29	Records check
10-12	Stand by (stop)	10-30	Danger/Caution
10-13	Existing conditions	10-31	Pick up
10-14	Message/Information	10-32	( ) units needed (Specify)
10-15	Message delivered	10-33	Help me quick
10-16	Reply to message	10-34	Time
10-17	Enroute	10-35 through 10-39 are reserved for future assignment by APCO. User option 10-40 upward.	
10-18	Urgent		

PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Jack Waterman, 466 Kings Way, Mundelein, IL 60060

HI! Welcome to Public Safety/Great Lakes for October, 1985. Somehow I overlooked mentioning in last month's column that it represented my one year anniversary as editor. I hope you've found at least a few things of interest in that time.

At the last meeting of Chicago RCMA (August 3), one of the topics discussed was feedback to the General Editor's survey which appeared in the Newsletter recently. Did you respond? Did you offer constructive advice? That's one way to assure that your membership brings you the kinds of information you want. Feel free to pass along any specific suggestions you might have made that relate to PS/GL - send them anonymously if you like. I promise to at least think about them!

This month's column looks like another short and sweet one, as I review your letters laid out on the desk. Of course we'll never know if I don't cut the gab and get on with it, right?

--

It may seem that I always give first preference to Illinois, and especially Chicago area data, but that's not really true. As you'll see later in the column, **Wisconsin** leads the pack for most data reported this month. But we'll begin with a couple of items from **BOB** [IL-157], whom you'll recognize as the "Beginners Corner Editor." **BOB**'s a regular correspondent; this month he writes about **Cook County Sheriff's Dept** and **City of Chicago.**

RCMA FALL 1985 READER SURVEY

In the mid summer Reader Survey, many members indicated they would gladly respond to general reader surveys aimed at increasing the material covered by their favorite editor. This is the first in a series of survey centerfolds. You can pull this "centerfold" from the NEWSLETTER without causing any damage to the publication. The four page survey is actually printed on a single sheet of paper. PLEASE take a few minutes to complete the survey and mail to the editor of your choice!

1. My favorite column is:

(Look up the editor's name and addres and mail this to him when completed!)

2. My FIRST choice for a subject for you to cover in the coming months is:

3. My SECOND choice for a subject or agency for you to cover in the coming year is:

4. My THIRD choice for a subject or agency for you to cover in the coming year is:

5. I have ( ) scanners or monitors in my collection. And, for your information, my favorite scanner is (Make & Model Number):

6. List your favorite frequency and the user of that frequency:

7. Does this agency/company/department use a code? (YES - NO) And, if so, do you feel you understand the code? (YES - NO)

8. During an average 24 hour day, how many hours a day do you listen to the agency that you listed in Question #6?

9. Do you have a mobile scanner? (YES - NO) If so, make and model of the scanner used for your mobile operation:

10. Other than the RCMA NEWSLETTER, what is your main source for frequency information?

11. Would you like to see your favoite editor do "profiles" of counties, cities, agencies, departments within the coverage area? (For example, print everything known about a city police department, a state police, or perhaps print everything known about a county - listing all known frequencies, city and county, within the county limits, offering complete coverage in one article.) Note your comments and suggestions below:

12. Make one suggestion to this editor as to what he can do to improve his column:

13. When you are scanning, how many frequencies do you normally scan at once?

14. Do you monitor other services? (For example, if you listen mainly to the local sheriff, do you also monitor a local business channel, the airport or the railroad?) (YES - NO)

If your answer was (YES), what is that other service?

15. Do you own a portable scanner? (YES - NO) If the answer is (YES), list the make and model of the portable scanner:

16. Have you been satisfied with the performance of the portable scanner? (YES - NO)

17. Considering your editors column as 100%... what percent of the column should be devoted to the following categories:

(%) to updates only.

(%) to full coverage of an agency/company/department.

(%) to listing frequecies only.

(%) to personal comments or "editorials"

18. If you are a public safety listener, how often do you think a public safety editor should cover, in detail, the state police and/or highway patrol of his area?

19. If you feel you know more about an agency/company/department than what has been printed lately, would you be willing to offer assistance to this editor if he were to write an article on this subject? (YES - NO)

20. If your answer was (YES), what is the name of this agency/company/department?

21. Realizing that your comments are offered in purely a constructive manner, what is your biggest COMPLAINT regarding this column?

22. Please list the frequencies that are on your scanner:

F1 Frequency:

Frequency User:

F2 Frequency:

Frequency User:

F3 Frequency:

Frequency User:

F4 Frequency:

Frequency User:

F5 Frequency:

Frequency User:

F6 Frequency:

Frequency User:

F7 Frequency:

Frequency User:

F8 Frequency:

Frequency User:

F9 Frequency:

Frequency User:

F10 Frequency:

Frequency User:

F11 Frequency:

Frequency User:

F12 Frequency:

Frequency User:

Please use the space on the bottom of this page for any other listings that you think are important enough to add to your 12 primary listening frequencies:

The data that this editor will collect from this survey will be used to update past articles and to build new articles. Most certainly, there are probably other members in your area who will respond to this survey. Your information, when added to the data of others, will bring YOU an interesting and complete coverage article in the future! PLEASE use the space below to list codes, additional frequencies, comments and other information which might be useful in writing an article on YOUR listening area.

Additional Frequencies and/or codes - or other information:

We, the staff, would like to thank you for completing this survey. If you would like, you may note your name, address and membership number. This will allow the editor to contact you in the event he needs additional information on the subjects you covered. For your information, the editors do not have access to membership rolls, and therefore, do not have your name and address unless you supply it. Your name and member number will not be printed unless you say that it is okay. You DO NOT have to supply your name unless you want to.

IMPORTANT: Mail this to the editor of your FAVORITE COLUMN, NOT to the General Editor or to the General Manager. This will only delay your information! The address for the editor of each column is noted just below the column heading! Thanks for your input and time!

Carefully remove the completed survey from the magazine and mail today!

<<< Action Codes - Cook County Sheriff's Dept Warrant Office >>>

Summons	Alias Summons
2120 - Served	2121 - Served
2220 - Not Served	2221 - Not Served
2320 - Served by Mail	2321 - Served by Mail
2420 - Served by Publication	2421 - Served by Publication

<<< City of Chicago Radio Call Numbers >>>

MAYOR's OFFICE	
1 Mayor [H. Washington]	
10 A. Miller	
2 W. Walls	
11 S. Gillian	
12 I. Edelson	
13 M. Agins	
14 T. Dickey	
MAYOR's AIDES	
4800 L. Walterson	
4801 L. Clark	
4900 K. Dyson	
23 J. Velazquez	
501 P. Toliver	
ELECTRIC DEPARTMENT	
500 R. Youngblood	
4700 J. Malatesta	
300 Callbeck	
806 Kloak	
304 Bablitz	
COMMISIONER OF SEWERS	
702 McDarrah	
CITY COMPTROLLER	
41 Khorr	
CONSUMER SERVICES	
36 Blackman	
37 Madison	
72 City Hall	
All 900's = Human Services	
All 200's = Animal Control	
	STREETS AND SANITATION
	401 Superintendant [N. Sabalini]
	General Foremen
	1700 P. Fabinso
	29 T. Swek
	61 N. Bellew
	301 S. Polohelzky
	811 M. Kaplan
	All foremen begin with 1700
	All tow trucks begin with 1400/1300
	All traffic trucks begin with 400
	18 L. Dickinson
	600 J. Helper [Commisioner]
	20 M. Brown
	21 M. Thompson
	25 J. Word
	24 B. Mulcahy
	7000 J. Domico
	4000 J. Cressie
	900 W. Florention
	360 D. Look
	130 F. Pelecrino
	100 J. Cusak
	30 D. Tonczak
	28 M. DuBrook

Thanks, **BOB**, for the contributions. Always good to hear from you.

--

This review of the **Cleveland Police Dept** comes from Dave Jones, by way of the AOSC Newsletter. As I've mentioned before, RCMA and AOSC have a reciprocal agreement under which RCMA editors for regions bordering on Ohio may reprint material from their columns, and vice versa. This article [gently edited] appears in their issue #38. Repeater outputs only are shown for UHF:

Channel	Frequency	Use
1	460.225	District 1 Dispatch - Far West
2	460.400	District 2 Dispatch - West
3	460.150	District 3 Dispatch - Downtown
4	460.475	District 4 Dispatch - Southeast
5	460.275	District 5 Dispatch - East
6	460.450	District 6 Dispatch - Northeast
7	460.125	City Wide - traffic and tows
8	460.500	Dispatch Backup and detectives
9	460.350	Detectives

Mobile units are 3 and 4 digit numbers, with 1## thru 6## being district patrol cars and supervisors. District patrol cars are numbered [second and third digits = ##] 01 - 35; 10, 20, 30 are supervisors. Four digit designators are as follows: 71## and 72## - miscellaneous [traffic, kennel, etc.]; 75## - traffic; 81## and 82## - auto theft, detectives, homicide, narcotics; 91## community response cars, SWAT units; 96## - ports and harbor units.

Thanks to **DAVE** and AOSC for that report.

On to Michigan. As promised in last month's column, here's a long-awaited update from **SUSAN MARIE** [MI-138] who, last April, was "ketchuping" on her letter writing instead of studying....

> I was reading in a recent issue of Central Michigan Life (the CMU campus newspaper) that Isabella County is considering implementing a 911 system, which would include the Sheriff's Dept, EMS, Dept of Public Safety (campus police), the Chippewa Indian Reservation tribal police, Shepherd Police, County FD, and others. I think it would also include the Mt Pleasant PD and FD, which just opened a new HQ building. Two possible locations for the 911 dispatch are the new building or the Mt Pleasant State Police Post 63. (I do not live in Isabella County, except on Monday [?], and there is NO mountain in Mt Pleasant. Sorry!!)
>
> I visited the Delta Twp Fire Dept over Easter weekend [I know, I know, I'm awful! - ed]. Delta Twp is just outside Lansing and is in Eaton County. I had a great tour and collected the following:
>
> 460.575 Delta FD (they just moved to UHF)
> 153.770 Lansing FD F-1
> 154.445 Lansing FD F-2
> 460.425 E Clinton Sheriff
> 460.050 Tri-County System (probably Clinton, Ingham, Eaton Counties?)
> 155.025 Grand Ledge EMS
> 155.760 Portland FD
> 154.100 E Lansing FD
> 154.430 Lansing Twp FD
> 154.220 Clinton County FD
>
> We traveled on the Ohio Trunpike last week and here's what I monitored:
>
> 154.710 Law Enforcement
> 155.685 Law Enforcement
> 159.210 Law Enforcement
> 155.790 Law Enforcement
> 159.165 Maintenance, wreckers
> 158.985 Maintenance
> 45.02 Law Enforcement (mutual aid to OSP)

Thanks, **SUSAN MARIE**, for another comprehensive report. I'll try to pass along your next submission in a more timely manner...

--

Since the readership always "badgers" me for news from **Wisconsin**, here are several well-composed articles; two from a familiar contributor and one from a new correspondent. Let's begin with "the rookie." This list for south central Wisconsin comes from **DAVID** [WI-035], completely sorted by freq, annotated as to use and call letters, and column-ready with seven inch margins.

39.980	Milton City Of	PL	KTI283	Milton	Local Govt
42.040	Wisconsin State Of	PP	KQO231	Evansville	Scales
42.380	Wisconsin State Of	PP	KQO231	Evansville	Scales
44.560	Janesville City Of	LU	KXO725	Janesville	Bus
45.080	Rock County of	PL	KAR801	Janesville	Highway
45.160	Turtle Town Of	PL	KAY841	Beloit	Pd & Local
45.200	Rock County of	PL	KLS652	Janesville	Civil Def
45.560	Janesville City Of	PL	KSG890	Janesville	Dpw
154.100	Beloit City Of	PL	KVQ607	Beloit	DPW
154.310	Janesville City Of	PF	KSG351	Janesville	Fire
154.310	Rock County Of	PF	WXL609	Janesville	Fire
154.310	Beloit City Of	PF	KSB727	Beloit	Fire
154.310	Turtle Town Of	PF	KSF592	Beloit	Fire
154.310	Edgerton City Of	PF	KAU716	Edgerton	Fire
154.310	Evansville City Of	PF	KSH904	Evansville	Fire
154.310	Footville Village Of	PF	KFZ859	Footville	Fire
154.310	Milton City Of	PF	KBP314	Milton	Fire
154.310	Orfordville Village	PF	KLI335	Orfordville	Fire
154.310	Clinton Village Of	PF	KSF201	Clinton	Fire
154.800	Rock County Of	PP	KSB423	Janesville	Police Ch4
154.800	Beloit City Of	PP	KXH739	Beloit	Police Ch4

154.800	Edgerton City Of	PP	KSB425	Edgerton	Police Ch4
154.800	Evansville City Of	PP	KSB427	Evansville	Police Ch4
154.800	Milton City Of	PP	KLU251	Milton	Police Ch4
154.800	Clinton Village Of	PP	KTX552	Clinton	Police Ch4
155.250	South Beloit City Of	PP	KSH546	South Beloit	Police
155.280	Beloit Memorial Hosp	PS	KZZ423	Beloit	Hosp.
155.340	Mercy Hospital Of Ja	PS	KVQ601	Janesville	Hosp.
155.340	Beloit Memorial Hosp	PS	KZZ423	Beloit	Hosp.
155.370	Janesville City Of	PP	KAY873	Janesville	P-P
155.370	Rock County Of	PP	KSB423	Janesville	P-P Ch-8
155.370	Evansville City Of	PP	KSB427	Evansville	P-P
155.475	Rock County Of	PP	KSB423	Janesville	Wispern C5
155.580	Janesville City Of	PP	KAY873	Janesville	Police
155.580	Rock County Of	PP	KSB423	Janesville	Police Ch7
155.715	Rock County Of	PL	KSO329	Janesville	Police Ch6
155.715	Rock County Of	PL	KXE800	Janesville	Police Ch6
155.835	Orfordville Village	PL	KDL961	Orfordville	Police
155.880	Edgerton City Of	PL	KQO200	Edgerton	Local govt
155.985	Rock County Of	PL	KXE800	Janesville	Input
155.985	Rock County Of	PL	WFE581	Janesville	Police
155.985	Rock County Of	PL	WFH500	Janesville	Police
155.985	Edgerton City Of	PL	KQO200	Edgerton	Poilce
155.985	Evansville City Of	PL	KF9640	Evansville	Police
155.985	Orfordville Village	PL	KDL961	Orfordville	Police
158.730	Rock County Of	PP	KSB423	Janesville	Police Ch3
158.730	Beloit City Of	PP	KXH739	Beloit	Police Ch3
158.730	Edgerton City Of	PP	KSB425	Edgerton	Police Ch3
158.730	Evansville City Of	PP	KSB427	Evansville	Police Ch3
158.730	Milton City Of	PP	KLU251	Milton	Police Ch3
158.730	Clinton Village Of	PP	KTX552	Clinton	Police Ch3
158.880	Janesville City Of	PL	KSG890	Janesville	PD Input
159.090	Rock County Of	PP	KSB423	Janesville	Police Ch1
159.090	Rock County Of	PP	KSB423	Beloit	Police Ch1
159.090	Beloit City Of	PP	KSB423	Beloit	Police Ch1
159.090	Edgerton City Of	PP	KSB425	Edgerton	Police Ch1
159.090	Evansville City Of	PP	KSB427	Evansville	Police Ch1
159.090	Milton City Of	PP	KLU251	Milton	Police Ch1
159.090	Clinton Village Of	PP	KTX552	Clinton	Police Ch1
453.975	Janesville City Of	PL	KNGS338	Janesville	Police
460.075	Beloit City Of	PP	KSB410	Beloit	Police F2
460.200	Beloit City Of	PP	KSB410	Beloit	Police F1

All of the PS/GL readers, and the column editor, appreciate your input, **DAVID.** I'll be looking for more data when you have time!

--

You're all familiar with articles by **SCOTT** [WI-039], which appear regularly in PS/GL. This month's first effort deals with MED-FLIGHT -- **SCOTT** writes

> The University of Wisconsin Madison has taken delivery of their new helicopter. It is called **MED-FLIGHT.** It went into operation on April 22 and has made a bunch of runs already. The chopper is an Airspeciale and came from Texas. The pilots and mechanic also came from Texas. I believe the company signed a contract with the UW hospital for one year. They have a **Wolfsburg** radio and the following freqs are used:
>
> Ch 1 155.400 Dane County EMS
> Ch 2 155.340 State EMS
> Ch 3 155.200 Mutual Aid
> Ch 4 155.280 Administrative
>
> These are their main channels, but they can operate on many others. They also have the ten UHF Med channels. The UW Madison hospital has two bases: one for VHF and one for UHF. Call sign is KNJT 265 for VHF. The hospital dispatcher can make up phone patches between the helicopter and the doctor at the hospital. On aircraft freqs the helicopter is called UWN 1. I have heard it make runs to Beloit.

Nice first-hand reporting, **SCOTT.** In fact, I enjoyed that review so much that I'm going to run your report on **Dane County** next, even though it's only been in my file

for a year! [private joke...] Here's an excellent run-down on freqs and unit numbers to help you understand what you're hearing in Dane County.

DANE COUNTY EMS AMBULANCES

826	VILLAGE OF WAUNAKEE	862	CITY OF MONONA
828	DISTRICT 1 EMS	864	CITY OF MONONA
829	VILLAGE OF MAZOMANIE	866	TOWN OF MADISON
831	VILLAGE OF CROSS PLAINS	868	VILLAGE OF OREGON
834	CITY OF MIDDLETON	872	CITY OF SUN PRAIRIE
836	CITY OF MIDDLETON	873	CITY OF SUN PRAIRIE
838	VILLAGE OF MT. HOREB	874	CITY OF SUN PRAIRIE
844	FITCH-RONA (FITCHBURG & VERONA)	876	VILLAGE OF MARSHALL
848	VILLAGE OF BELLEVILLE	878	DEER-GROVE (DEERFIELD & COTTAGE GROVE)
852	VILLAGE OF DE FOREST	884	VILLAGE OF MC FARLAND
854	VILLAGE OF DE FOREST	886	CITY OF STOUGHTON
856	MAPLE BLUFF/BLOOMING GROVE/BURKE	888	CITY OF STOUGHTON
858	VILLAGE OF SHOREWOOD HILLS	892	VILLAGE OF CAMBRIDGE

THE ABOVE UNITS ARE ALL PAGED ON 158.775 AND RESPOND TO THE CALLS ON 155.400, EXCEPT THE CITY OF SUN PRAIRIE WHICH DISPATCHES ON 155.820.

DANE COUNTY FIRE DEPARTMENTS

*	200-219	KIZ510	BELLEVILLE	*	460-479	KNBD907	MAZOMANIE
*	220-239	KSI448	BLACK EARTH	*	480-499	KCI757	MC FARLAND
	240-259	KSI663	BLOOMING GROVE		500-519	KCY236	MIDDLETON
*	260-279	KXT991	BROOKLYN		520-539	KBN820	MONONA
*	280-299	KF4927	CAMBRIDGE	*	560-579	KEO251	MT. HOREB
*	300-319	KGT201	COTTAGE GROVE		580-599	KSH863	OREGON
*	320-339	KXO710	CROSS PLAINS		600-619	KFM463	SHOREWOOD HILLS
*	340-359	KNBU620	DANE		620-639	KAP735	STOUGHTON
	360-379	KEL399	DEERFIELD		640-659	KSI252	SUN PRAIRIE
*	380-399	KAY881	DE FOREST	*	660-679	KSI292	VERONA
	400-419	KGR342	TOWN OF MADISON	*	680-699	KNCT732	WAUNAKEE
	420-439	KFI552	MAPLE BLUFF		720-739	KSO602	FITCHBURG
*	440-459	KB8484	MARSHALL				

THE ABOVE STARRED DEPARTMENTS ARE PAGED AND DISPATCHED ON 158.775 BY THE DANE COUNTY SHERIFFS DEPARTMENT. THE REMAINING DEPARTMENTS ARE PAGED FROM THEIR RESPECTIVE STATIONS. ONCE PAGED, ALL DEPARTMENTS OPERATE ON 154.070. THE ONLY EXCEPTION TO THIS IS THE CITY OF MONONA WHICH NOW OPERATES AND DISPATCHES ON 155.835 THEIR LOCAL GOVERNMENT CHANNEL.

DANE COUNTY SHERIFFS DEPARTMENTS

UNITS 100-199	SMALL TOWN OFFICERS
UNITS 200-299	SMALL TOWN OFFICERS
UNITS 300-349	TOWN OF MADISON OFFICERS
UNITS 350-399	CITY OF VERONA OFFICERS
UNITS 400-499	ADMINISTRATIVE OFFICERS
UNITS 500-599	DEPUTIES
UNITS 600-699	DEPUTIES
UNITS 700-799	DISPATCHERS/CLERICAL
UNITS 800-899	EMS/AMBULANCES
UNITS 900-999	LOCAL GOVERNMENT DEPARTMENTS

CHANNEL 1	155.655	KAZ666	CHANNEL 5	155.790	KAZ666
CHANNEL 2	154.710	KA3994	CHANNEL 6	154.770	KA3994
CHANNEL 3	155.565	KAZ666	CHANNEL 7	155.340	KNA1294
CHANNEL 4	155.475		CHANNEL 8	155.400	KMF916
FIRE	154.070	KSH315	PAGING	158.775	KMF914

DANE COUNTY SHERIFFS DEPARTMENT

100-104	TOWN OF ALBION	200-204	VILLAGE OF MAZOMANIE
105-109	VILLAGE OF BELLEVILLE	205-219	VILLAGE OF MC FARLAND
110-114	VILLAGE OF BLACK EARTH	220-234	VILLAGE OF MT. HOREB
120-124	TOWN OF BLUE MOUNDS	235-249	VILLAGE OF OREGON

125-129	VILLAGE OF BROOKLYN	250-265	VILLAGE OF SHOREWOOD HILLS
130-134	VILLAGE OF CAMBRIDGE	275	TOWN OF MEDINA
135-139	TOWN OF COTTAGE GROVE	280-289	VILLAGE OF WAUNAKEE
140-144	VILLAGE OF CROSS PLAINS	290-299	TOWN OF COTTAGE GROVE
145-149	VILLAGE OF DANE	300-349	TOWN OF MADISON
150-154	VILLAGE OF DEERFIELD	350-375	CITY OF VERONA
155-159	TOWN OF DE FOREST	900-909	REGIONAL AIRPORT
160-164	TOWN OF DUNKIRK	910-919	CORONERS OFFICE
165-174	TOWN OF DUNN	920-929	DISTRICT ATTORNEYS OFFICE
175-180	V. A. HOSPITAL	930-939	COLISEUM
185-190	VILLAGE OF MAPLE BLUFF	940-949	EXPO CENTER
195-199	VILLAGE OF MARSHALL	950-959	CIVIL DEFENSE EMER. PLANNING
2200'S	FITCHBURG POLICE	960-969	HUMANE SOCIETY
3300'S	MIDDLETON POLICE	970-979	COUNTY HIGHWAY DEPARTMENT
4400'S	MONONA POLICE	980-989	DANE COUNTY BOARD
5500'S	STOUGHTON POLICE	990-999	DANE COUNTY ADMINISTRATION
6600'S	SUN PRAIRIE POLICE		

Thank you, **SCOTT**, for helping make PS/GL a prime source for monitoring data once again.

--

KENTUCKY -- Unless this is your first issue, you know that I've been featuring selections from a massive contribution from **PAUL** [IN-018] each month. He sent me his entire computerized data base for the **Louisville** area. This month's featured service is Medical.

(1) FREQ	(2) SERVICE	(3) AGENCY NAME	(4) CITY	5 ST	(6) CALLSIGN	(7) COMMENTS	8 CF
47.420	MEDICAL	AMER RED CROSS	LOUISVILLE	KY			
47.500	MEDICAL	KY BAPTIST HOSPITAL	LOUISVILLE	KY	KRL 408		
155.235	MEDICAL	MEDIC AMBULANCE SERV	JEFFERSONVILLE	IN	KYQ 322		YS
155.280	MEDICAL	IND HOSPITAL ASSOC	JEFFERSONVILLE	IN	KAG 440		
155.280	MEDICAL	MERCY AMBULANCE SERV	LOUISVILLE	KY	KJU 227		
155.340	MEDICAL	IHERNS	STATEWIDE	IN		AMBL HOSPITAL FREQ	YS
155.400	MEDICAL	MTS AMBULANCE SERV	NEW ALBANY	IN	WRB 366		YS
155.400	MEDICAL	STAT FLIGHT	LOUISVILLE	KY		HELIQ. AMBULANCE	YS
453.125	MEDICAL	UNIVERSITY HOSPITAL	LOUISVILLE	KY			
461.675	MEDICAL	M.T.S. AMBULANCE	NEW ALBANY	IN			YS
462.950	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 9 DISPATCHER	YS
462.975	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 10 DISPATCHER	YS
463.000	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 1	
463.025	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 2	
463.050	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 3	
463.075	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 4	
463.100	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 5	
463.125	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 6	
463.150	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 7	
463.175	MEDICAL	E.M.S.	LOUISVILLE	KY		CH 8	

Look here next month for **PAUL**'s listing of Louisville Special Emergency freqs; thanks again, **PAUL**, for the contribution.

--

WHAT HAPPENED? DEPT - Last month I promised info from **MIKE** [IL-014] on Chicago FD and from **JOHN** [IL-012] on ISP, and they're not here. Well, the truth is I'm trying to confirm some freqs in **MIKE**'s contribution: they're related to CFD/CPD shared freqs and channel assignments on portable vs vehicle radios. When I get that straightened out, you'll see it here. And **JOHN**'s fifth supplement to "Monitoring ISP" turned out to be just a little too long to run here. But it's must reading for Illinois residents as well as others along the borders who monitor ISP. For a copy, send **JOHN** a request and a SASE - if you don't have his address, send them to me and I'll forward to **JOHN**. As usual, you'll enjoy his detailed insights.

--

Well, now that summer's over and the days are getting shorter, you're probably spending more time indoors again; especially if you're back in school! And that, of course, can mean only one thing to a column editor -- you've got ever-increasing time available to switch on the scanner[s] and

TRACK 'EM DOWN !! WRITE 'EM UP !! SEND 'EM IN !!

Best regards [don't forget to ask the Great Pumpkin for a new radio!],

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware, and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Summer Greetings from the Northeast! I don't know about you, but I was awfully glad to discover yesterday that the Baseball strike didn't last more than one day! I'm a huge baseball and Red Sox fan and going without the GAME would be akin to going without my HX-1000.

Now for some important and personally disheartening news. I have decided that the time has come for me to give up this column. I've been the Public Safety East/ Northeast editor for at least five years now -I believe this to be the longest running editorship- and with business as well as personal commitments I don't feel that I have recently been doing the job that I should be doing. I just really don't have the time anymore to put a solid as well as appropriately long article together anymore (witness this issue) and the membership just deserves better. Also, I guess I'm just, well, burning out and it would be best to pass on the reigns. It's been a lot of fun as well as rewarding to be associated with such an excellent organization as the RCMA and I want to thank everyone involved with my editorship: most especially Bill Mauldin, Carol Ruth (both who do more for the organization than anyone will ever know), Jerry Short, John Clark as well as all of you who have been so generous with your contributions. I hope all northeast members will throw their full support behind the new editor, whoever he or she may be. In relation to that, please see below:

****
*
* If you would like to become the new RCMA Public Safety Northeast Editor, please *
* send a resume with appropriate details of your scanner/radio/communications as *
* well as writing and editing background to Bill Mauldin: 2268 N.W. 30th Rd., Boca *
* Raton, FL 33431. Bill and I will discuss all the applicants and the chosen mem- *
* ber will begin his duties as soon as possible. Thank you. *
****

In reference to the surveys that appear in this issue, please, everyone, do fill them out and send them in to me. I will pass them along to the new editor as soon as one is chosen. I will also pass along past contributions I've received so don't worry about your work that you have sent in although it never hurts to write twice. Thanks again everyone. I'm sure that I will still be making contributions of one sort or another to the RCMA and the newsletter and I hope that those friends I've made will continue to stay in touch. Take Care! Richard Barnett.

Hillsborough, New Jersey Police radio codes (155.130:

1 Emergency
2 Holdup-robbery
3 Murder
4 Fight in progress
5 Burglary
6 Person escaped from custody
7 Disorderly person
8 Use caution
9 Domestic
10 Out of service -eating
11 Motor Vehicle accident
12 Hit and run accident
13 Assistance needed at accident
14 Drunken driver
15 Look up driver's lic./registration
16 Look up motor vehicle for stolen
17 Start patrol
18 Stolen car
19 Escort needed
20 Motor vehicle check
21 Radio test
22 Out of service
23 In service
24 Returning to headquarters
25 Resume patrol
26 Meet
27 Car needs assistance
28 Location
29 Call headquarters by telephone
30 Return to headquarters
31 Corner Store
32 Burger King
33 Officer at home
34 Municipal building
35 McDonalds
36 Pick up milk
37 Car wash
38 LaJays
39 Switch to channel____

Rescue Squad Codes:

1 Emergency
2 Dead on arrival
3 Boat crew
4 Maternity
42 Transportation
43 Work detail
44 Mobilization
45 Fire
47 Stand by
55 Mutual Aid

From Dave (MD-104):

DISTRICT OF COLUMBIA FIRE DEPARTMENT

FREQUENCIES USED:

154.190R	F1	DISPATCH & FIREGROUND
154.235	F2	FIREGROUND
154.280	F3	MUTUAL AID (METRO AREA)
154.205	F4	CHIEF & FIRE MARSHALL'S PAGER
155.340		HOSPITAL TO AMBULANCES
33.060		AMBLANCES DISPATCH

FIRE COMPANIES:

ENGINE NO	OTHER EQUIP	ADDRESS
EN01	TR-2,BFC-2,MEDIC-11,TAU-2	2225 M ST NW
EN02	TR-1,DFC,AMB SUPV,AMB-7	500 F ST NW
EN03	AMB-15	439 NEW JERSEY AVE NW
EN04	RS-2,MEDIC-1,AIR COMPRESSOR	2531 SHERMAN AVE NW
EN05	TR-5	3412 DENT PL NW
EN06	TR-4,RS-1,BFC-1,AMB-5	1300 NEW JERSEY AVE NW
EN07		1101 HALF ST SW
EN08	AMB-16,MEDIC-9	1520 C ST SE
EN09	TR-9,SEARCHLIGHT WAGON/TRAILER	1617 U ST NW
EN10	TR-13	1342 FLORDIA AVE NE
EN11	TR-6	1338 PARK RD NW
EN12		1626 N CAPITOL ST NW
EN13	TR-10,AMB-6,TAU-1,FOAM & DRY CHEM TRUCK,MB-5	450 6TH ST SW
EN14	AMB-4,AMB-14	4801 N CAPITOL ST NE
EN15	TR-16,RS-3,BFC-3	2101 14TH ST SE
EN16	TR-3,BFC-6	1018 13TH ST NW
EN17		1227 MONROE ST NE
EN18	TR-7,BFC-7	414 8TH ST SE
EN19	AMB-12	2813 PENNSYLAVANIA AVE SE
EN20	TR-12,AMB-8	4300 WISCONSIN AVE NW
EN21	AMB-2,(TR-14,BFC-5 TEMPORARILY)	1763 LANIER PL NW
EN22	TR-11	5760 GEORGIA AVE NW
EN23		2119 G ST NW
EN24	BFC-24,SALVAGE & COMPRESSED AIR TRUCK	3702 GEORGIA AVE NW
EN25	TR-8	3203 MARTIN LUTHER KING AVE SE
EN26	TR-15	1340 RHODE ISLAND AVE NE
EN27	GASOLINE TANK TRUCK	4201 MINNESOTA AVE NE
EN28	TR-14,BFC-5	3522 CONNECTICUT AVE NW
EN29		4811 MACARTHUR BVLD NW
EN30	TR-17,BFC-8,AMB-10	50 49TH ST NE
EN31	RS-4,(EN28 TEMPORARILY)	4930 CONNCECTICUT AVE NW
EN32	MEDIC-3,AMB-13	2425 IRVING ST SE
FB01		550 MAINE AVE SW

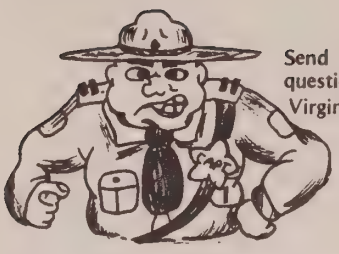
EN=ENGINE,TR=TRUCK,BFC=BATTALION FIRE CHIEF,MEDIC=PARAMEDIC UNIT,TAU=TWIN AGENT UNIT,DFC=DEPUTY FIRE CHIEF,AMB SUPV=AMBULANCE SUPERVISOR, AMB=AMBULANCE,RS=RESCUE SQAUD,MB=AIRPORT CRASH RESCUE UNIT,FB=FIRE BOAT.

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details and questions as follows - Iowa, Kansas, Missouri, Nebraska, N. Dakota, South Dakota, and Minnesota:

Rudy Brockmueller, RR 2, Box 50, Freeman, SD 57029

NO COLUMN THIS MONTH



PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

John Dorsey, P.O. Box 101, Quinton, VA 23141

A friend of mine asked me why he could hear Police traffic in the extreme distant end of an adjoining county but couldn't hear traffic in the part of the county closest to him. The answer is that they're using directional antennas. Almost all of the newer UHF installations use directional antennas in some part of the system. Ever since the bands got crowded, FCC policy has been directed towards lower power properly aimed. (Examples- Many low-band bases (LG) are now 25 watt; Repeaters on low-band are authorized only on a couple services; Cellular phones put out a blistering 3 watts; a whole flock of UHF is 25 watt.)

Without getting too deep into wave propagation, generally in the Public Safety bands the lower the frequency the more miles-per-watt you get. (Everyone's moving off of low-band because of skip, not because the systems don't work.) Because of the extreme variations in local terrain, no one will say exactly how far any given system will be useable. An area that can be covered by a single base on low or high band will often require local repeaters on UHF.

Now it gets tricky. Rule One in a multiple-repeater system is that a mobile only keys up one repeater when he transmits, else you'll get a gigantic roar as one repeater beats against another (and usually some strong language in the radio room.) The way this one-repeater-only goal is achieved depends on the technology available when the system was built. The early systems would use physical separation and different channels for different areas. Then came directional antennas, fixed links, hybrid (using UHF links in a low band system), CTCSS (Continuous Tone-Coded Squelch Systems) systems which employ a subaudible tone to break squelch in a receiver. This CTCSS system is generally used when there are many users of the same channel (Especially Business users), but it can be used to key up selected repeaters on the same channel for a single user. (See March 1985 Monitoring Times, Page 10, for a description of a system (Charlottesville, VA Regional Rescue) set up in this manner. Of course a modern UHF installation could be a combination of many different methods including telephone lines. Some systems get so complicated the only way to figure them out is to get to know the guy who maintains them. Don't forget that the system might be one that doesn't cover what it's intended to. Not all of these systems are designed by professionals.

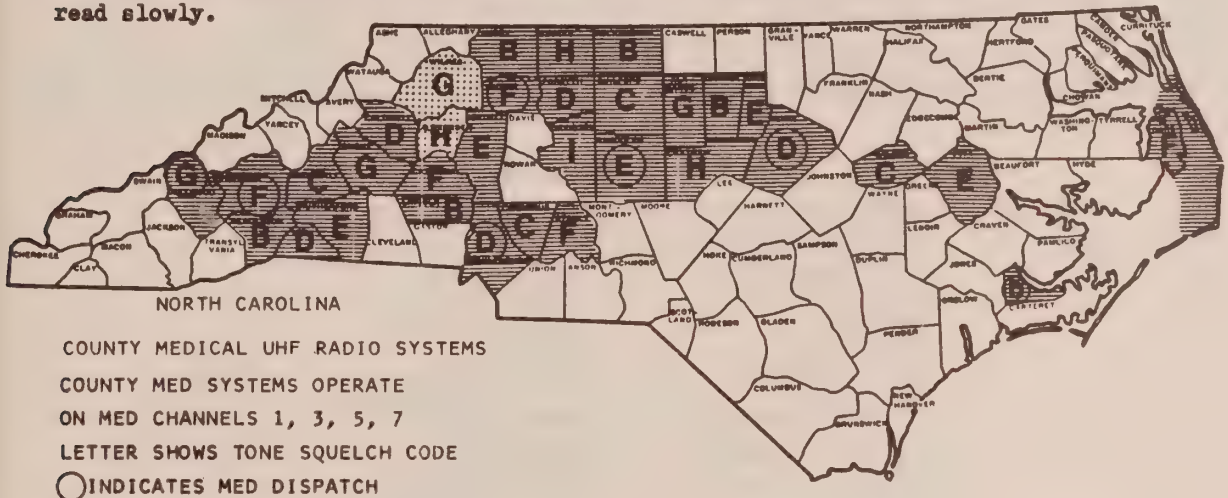
A WORD ABOUT 800 MEG- The word is loading. The FCC feels that if you don't have users, you don't get the channels. The exception is the earlier single-pair frequencies. We bought a scanner with 800 meg in it. Out here in the country it's useless. The only thing I'm close to is one cell of a cellular phone system (which I listen to slightly off frequency due to the phone system's 30khz channel-spacing). Once in a while I hear a word or two from a trunked business system out of Richmond. Even though some of those antenna are 1100 feet up, they still don't make the thirty mile trip to the Swamp. The only Public Safety use planned in the area is a trunked system being built for Chesterfield County. This won't be exclusively Public Safety. Everyone in County Government will be using it. The computer might switch from a Police car to a Building Inspector right in the middle of a word. Very Confusing. The workable range of the 800 meg systems is about 15 miles. You might keep these facts in mind when contemplating whether to lay down big bucks for an 800 meg scanner.

Here's something from the I Wonder Why department: One of the functions of the microprocessor in a digital scanner is to switch to the front-end that matches the frequency of the incoming signal. (The Bearcat 250 has three front-ends, one each for low-band, high-band, and UHF; The Regency MX-4000 has five, add air and 800). Here's the I Wonder Why.... WHY is the input of each of those front-ends tied to a common antenna input? If an antenna that matches an individual band could be tied directly to the front-end it would allow us to control the signal level hitting the set. In my location I can hear low-band bases all over the State with no outside antenna. The UHF bases I want to hear don't even break squelch on this antenna. If I could leave low-band on the back-of-set antenna but go aloft with a high-gain (possibly amplified) UHF antenna, then I'd be applying equal signal strength on both bands to the set. With the all-band antenna I now use I run into problems adjusting

squelch. In order to keep the distant low-band bases from jamming up the works with traffic I don't want to hear, I have to bite so hard on the squelch that I completely lose my UHF stations. Let's drop this one in Steve Kayworth's Technical file for further study.

We're reading more and more about restrictive and illegal scanner laws. I don't use my scanner for criminal reasons. And I don't want to become a criminal for using one. I feel that my scanner is a defensive weapon in exactly the same sense that my firearms are. I want to know about a dangerous situation so that I can avoid it. Taking away my scanner deprives me of the ability to remove myself from a dangerous area, or even know about its existence. I'm sure the local Historical Society doesn't want the word passed around. But while Richmond VA barely cracks the top 75 in population, it's sitting right at Number 5 on the National list for homicides. I travel around that city because I have to, not because I want to. Organizations such as ours are going to be forced to form Legislative Action Groups for the purpose of taking the rascals passing those laws to court so that a Judge can explain to them that no local law can be more restrictive than Federal law on the same subject.

Peter S of Arlington MA sent us some maps.... Peter, if you sent me an RCMA number, I lost it. We're going to break his material into two parts: First, we'll use the NC UHF Telemetry maps, then after our NC members send us everything they know about the use of these systems, we'll add that to Peter's notes and write "Part II" on it in a future issue. Also from Peter comes the W VA list of State Police bases, etc. There's a heck of a lot of info on it- read slowly.



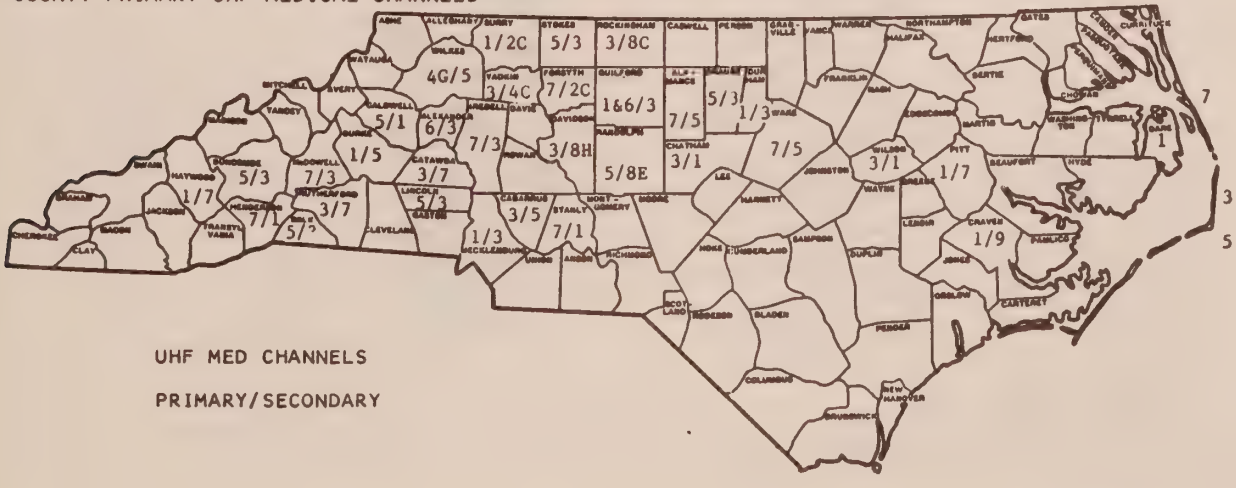
NORTH CAROLINA

COUNTY MEDICAL UHF RADIO SYSTEMS

COUNTY MED SYSTEMS OPERATE
ON MED CHANNELS 1, 3, 5, 7
LETTER SHOWS TONE SQUELCH CODE
◯ INDICATES MED DISPATCH
▨ OPERATIONAL DURING 1985

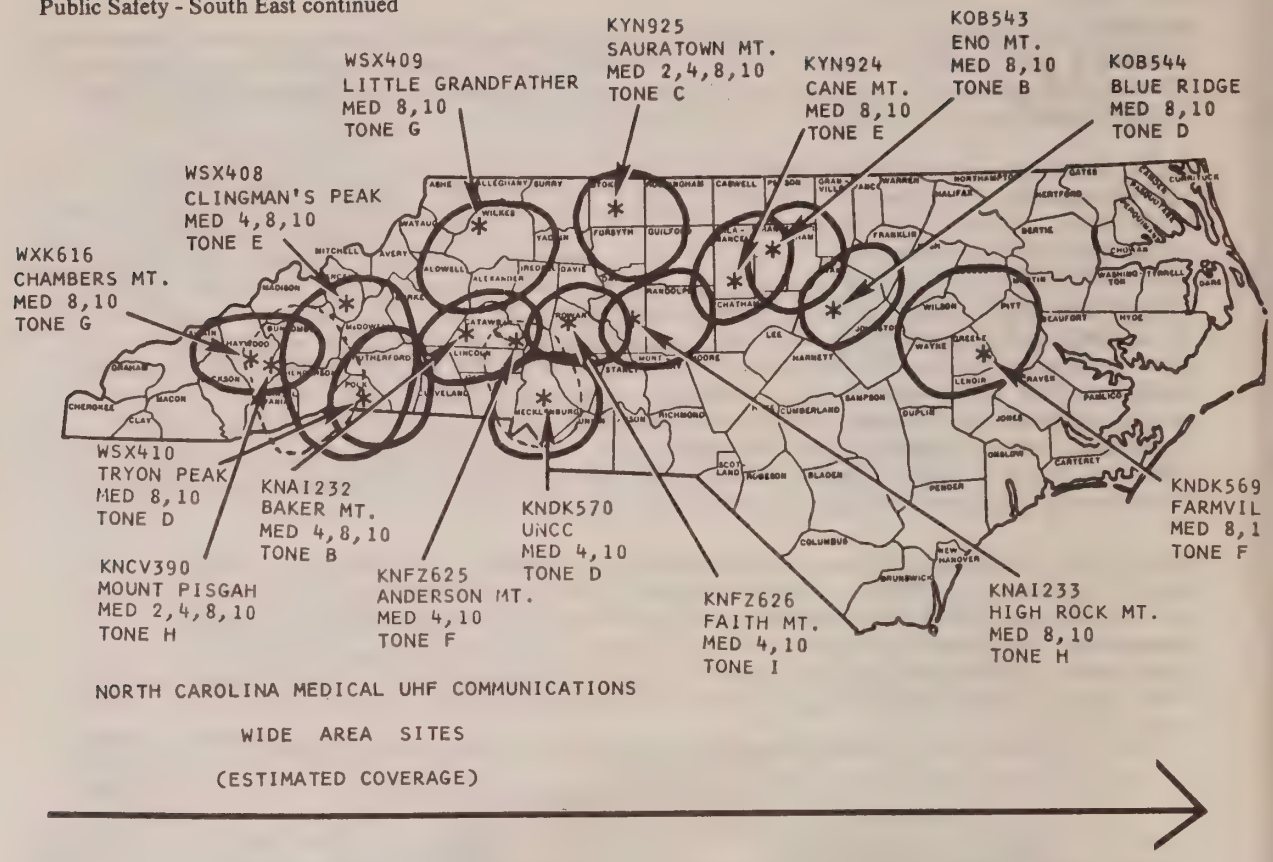
NORTH CAROLINA

COUNTY PRIMARY UHF MEDICAL CHANNELS



UHF MED CHANNELS

PRIMARY/SECONDARY



WEST VIRGINIA STATE POLICE RADIO

Owned and operated by Department of Public Safety, State Headquarters Charleston; Chief Engineer, Emory L. Wright; frequency 42,100/42,120 Khz. except as otherwise noted; licensed by the Federal Communications Commission as emergency state police stations, call letters as follows:

KA6967—Mobile (42,260 Khz.)
KHCYQ—(3105 kcs.) Aircraft
KQA359—Parkersburg
KQA391—Welch
KQA488—Shinnston
KQA643—Beckley/Keeney Mtn.
KQA698—Elkins/Bickle Mtn.
KQB273—Moundsville
KQB564—Mountain View (Logan)
KQB565—Huntington
KQB566—Blair Mountain (Logan)
KQB567—Morgantown
KQB568—Moorefield Hill (Romney)
KJI377—Charles Town
KJF888—Martinsburg
KJJ471—Cacapon
(Romney/Martinsburg)
KQB569—South Charleston/
Capitol/Bee Mountain
KQD537—Harrisville (Shinnston)
KNAP242—Flatwoods
KQD538—Weirton
KCQ229—Weedy Knob (Clay)
KQJ299—Sharps Knob (Elkins)
KDD955—Paden City
KQI817—Point Pleasant
KBX382—New Martinsville
(Moundsville/Shinnston)
KDJ586—Lewisburg
KCR924—Princeton
KCS546—Madison
KJR235—Petersburg
KLE716—Roane (So. Charleston)
KH5242—Radar 10,525/24,150 Mhz.
KNIR315—Temporary Base
KWV0911—Citizens "D"
N57478—Aircraft

N81SP—Aircraft

The following radio stations are licensed as control and repeater stations on frequencies 73,620/75,980 Khz., 72,940/75,900 Khz., 72,920/75,920 Khz., 72,960/75,960 Khz., and 154,695/155,505 Khz.

KQA46—Caretta Mountain
(Welch/Beckley)
KQA47—Welch
KQA92—Elkins
KQA93—Mountain View (Logan)
KQA94—Moundsville
KQA95—Bee Mountain
(South Charleston/Capitol)
KQA96—Blair Mountain (Logan)
KQA97—Keeney Mountain (Beckley)
KQA98—Shinnston
KQA99—Harrisville (Shinnston)
KQB20—Bickle Mountain (Elkins)
KQB21—South Charleston
KQB22—Logan
KVE85—Martinsburg
KVX46—Cacapon
(Romney/Martinsburg)
KQB23—Beckley
KQB24—Whiteman Hill
(Moundsville/Shinnston)
WQC313—Bee Mtn.
(So. Charleston/Capitol)
KQF36—Moorefield (Romney)
KQF37—Romney
KFE38—Huntington
KFE39—Wayne Hill (Huntington/
South Charleston)
KQM25—Sharps Knob (Elkins)
KQM60—Morgantown Hill
(Morgantown)
KQM61—Morgantown
KQJ77—Charleston (Capitol)
KBY53—Bald Hill (Romney)
KRU31—Morton Hill (Weirton)
KEN29—Weedy Knob (Clay)
KAL76—Roane (So. Charleston)
KAK86—So. Charleston
KAK87—So. Charleston
KAK88—So. Charleston
KAL49—So. Charleston
KAL57—Bee Mountain
(So. Charleston)
WGT375—So. Charleston

NORTH CAROLINA
ADVANCED LIFE SUPPORT HOSPITALS
JANUARY 1985

SPONSORED COUNTY	SPONSOR HOSPITAL	APPROVED ALS LEVEL	24 HOUR PHYSICIAN	ADMINISTRATIVELY RESPONSIBLE HOSPITAL	RESOURCE HOSPITAL	TRAUMA CENTER
ALAMANCE	Alamance County Hospital	EMT-P	X	X		
ALAMANCE	Memorial Hospital of Alamance County	EMT-P	X			
ALEXANDER	Alexander County Hospital	EMT-P	0			
BEAUFORT	Beaufort County Hospital	EMT-I	X			
BUNCOMBE	Memorial Mission Hospital of Western N.C.	EMT-P	X		X	
BURKE	Grace Hospital	EMT-P	X	X		
BURKE	Valdese General Hospital	EMT-P	X			
CABARRUS	Cabarrus Memorial Hospital	EMT-I	X			
CALDWELL	Caldwell Memorial Hospital	EMT-P	X			
CATAWBA	Catawba Memorial Hospital	EMT-P	X			
CATAWBA	Frye Regional Medical Center	EMT-P	X	X	X	
CLEVELAND	Cleveland Memorial Hospital	EMT-I	X	X		
CLEVELAND	Kings Mountain Hospital	EMT-I	X			
CRAVEN	Craven County Hospital	EMT-I	X			
CUMBERLAND	Cape Fear Valley Hospital	EMT-P	X			
CURRITUCK	Albemarle Hospital	EMT-I	X			
DARE	Albemarle Hospital	EMT-I	X			
DAVIDSON	Community General Hospital	EMT-P	X	X		
DAVIDSON	Lexington Memorial Hospital	EMT-P	X			
DAVIE	Davie County Hospital	EMT-I	0			
DURHAM	Duke University Medical Center	EMT-P	X		X	I
DURHAM	Durham County General Hospital	EMT-P	X	X		
EDGECOMBE	Edgecombe General Hospital	EMT-I	X			
FORSYTH	Forsyth Memorial Hospital	EMT-P	X	X	X	
FORSYTH	N.C. Baptist Hospital	EMT-P	X		X	I
GASTON	Gaston Memorial Hospital	EMT-I	X			
GUILFORD	Greensboro Hospital	EMT-P	X			
GUILFORD	High Point Memorial Hospital	EMT-P	X			
GUILFORD	Moses H. Cone Memorial Hospital	EMT-P	X	X		II
GUILFORD	Wesley Long Community Hospital	EMT-P	X			
HARNETT	Good Hope Hospital	EMT-I	X			
HAYWOOD	Haywood County Hospital	EMT-P	X			
HENDERSON	Margaret R. Pardee Memorial Hospital	EMT-P	X			
HOKE	Moore Memorial Hospital	EMT-I	X		X	

NORTH CAROLINA
ADVANCED LIFE SUPPORT HOSPITALS
(CONTINUED)

SPONSORED COUNTY	SPONSOR HOSPITAL	APPROVED ALS LEVEL	24 HOUR PHYSICIAN	ADMINISTRATIVELY RESPONSIBLE HOSPITAL	RESOURCE HOSPITAL	TRAUMA CENTER
IREDELL	Davis Hospital	EMT-P	X	X		
IREDELL	Iredell Memorial Hospital	EMT-P	X			
IREDELL	Lowrance Hospital	EMT-I	X			
LEE	Central Carolina Hospital	EMT-I	X			
LENOIR	Lenoir Memorial Hospital	EMT-I	X			
LINCOLN	Lincoln County Hospital	EMT-I	X			
McDOWELL	The McDowell Hospital	EMT-P	0			
MECKLENBURG	Charlotte Memorial Hospital	EMT-I	X	X		
MECKLENBURG	Mercy Hospital	EMT-I	X			
MECKLENBURG	Presbyterian Hospital	EMT-I	X			
NASH	Nash General Hospital	EMT-P	X			
NEW HANOVER	Cape Fear Memorial Hospital	EMT-I	X			
NEW HANOVER	New Hanover Memorial Hospital	EMT-I	X	X		
ONSLOW	Onslow Memorial Hospital	EMT-I	X			
ORANGE	North Carolina Memorial Hospital	EMT-P	X		X	I
PERSON	Person County Hospital	EMT-I	0			
PITT	Pitt County Memorial Hospital	EMT-I	X		X	II
POLK	St. Luke's Hospital	EMT-P	0			
RANDOLPH	Randolph Hospital	EMT-P	X			
ROBESON	Southeastern General Hospital	EMT-I	X			
ROCKINGHAM	Annie Penn Memorial Hospital	EMT-P	X	X		
ROCKINGHAM	Morehead Hospital	EMT-P	X			
RUTHERFORD	Rutherford County Hospital	EMT-P	X			
SCOTLAND	Scotland Memorial Hospital	EMT-I	X			
STANLY	Stanly County Hospital	EMT-I	X			
STOKES	Stokes-Reynolds Hospital	EMT-P	0			
SURRY	Northern Hospital of Surry County	EMT-P	X			
WAKE	Raleigh Community Hospital	EMT-P	X			
WAKE	Rex Hospital	EMT-P	X	X		
WAKE	Wake County Medical Center	EMT-P	X		X	
WAYNE	Wayne County Memorial Hospital	EMT-I	X			
WILKES	Wilkes General Hospital	EMT-P	X			
WILSON	Wilson Memorial Hospital	EMT-P	X			
YADKIN	Lula Conrad Hoots Memorial Hospital	EMT-P	0			

BRUNSWICK, GA Area from New (or Prospective) Member Steve G of Saint Simons, GA (Frequencies for the ATF School in Brunswick were omitted- Editor)

Law Enforcement
Georgia State Patrol, Brunswick: 154.680 Base, 154.800 Car-Car
Glynn County GA: F1- 159.210 Beach Patrol, Animal Control
F2- 159.150 City of Brunswick
F3- 154.935 Statewide
F4- 154.905 Surveillance
F5- 155.490 Narcotics
Chatham Co, GA F1- 155.130 Dispatch
F2- 154.740 Car-Car
F3- 156.030 Detectives
Jacksonville, FL: Zone 1 (NW) 453.150
Zone 2 (SW) 453.100
Zone 3 (CEN) 453.050
Zone 4 (S) 453.450
INFO 453.300
Administr've 453.350
Tactical 453.400
Daytona FL PD 155.070
St Johns FL PD 154.650
Palm Beach FL PD 154.725

Forestry GA (Use or Location not specified) 159.390, 159.285, 159.375, 159.360

Fire/Rescue
154.845 McIntosh Co, St Marys Co, Camden Co Liberty Co GA
155.880 Camden Co GA EMS
154.385 Glynn Co FR (Stations: 1-Mainland HQ, 2- Island HQ, 3- Sterling 4-Northside, St Simons Is & Sea Is, 5- Glynn Co F.L.E.C.T. 6- US 84 & 17)
154.220 Brunswick Fire
155.175 Glynn/Brunswick Memorial Hosp
154.400 Jekyll Is GA

Civil Defense GA
45.56 Brunswick

UPDATES: From Scott FL-033; Broward Co Parks & Recreation; 159.465
From Hollis VA-093; Staunton-Augusta Rescue; 460.550 (Old- 37.90)

Hollis sent us an article on Pegasus, University of Virginia Hospital's new helicoptor. We plan very shortly to do an in-depth study of the electronics in this type of bird. Many of them carry a Wulfsburg RT-9600 main radio which is about tops in sophisticated electronics.

LET'S HEAR FROM YOU!

NO COLUMN THIS MONTH

GOVERNMENT RADIO SYSTEMS
CALIFORNIA SECOND EDITION

PUBLIC SAFETY REFERENCE DIRECTORY
Police Fire Medical Local Govt
52 Counties State Federal
SWAT HAZMAT SP Interest systems

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PUBLIC SAFETY WEST

SEND PUBLIC SAFETY AND SPECIAL EMERGENCY FREQUENCIES, RADIO SYSTEM DETAILS AND QUESTIONS FOR ALASKA, ARIZONA, COLORADO, HAWAII, IDAHO, MONTANA, NEVADA, NEW MEXICO, OREGON, UTAH, WASHINGTON AND WYOMING TO:

GEORGE N. HOGGATT, 17473 E. 16TH DR., AURORA, CO 80011
ELECTRONIC MAIL: <COMPUSERVE:75376,673> <DELPHI:JORG> <SOURCEMAIL:BBZ812>

****

It is the last day possible to do the column and here I sit typing. This will be one of the last I do. I must resign the editorship as starting after the next column is due, I will start back to school (after 20 years). In addition to working full time the course I have selected is equivalent to full time college. I'm afraid it won't leave much time to edit a column. I'll miss hearing from all of you. I will continue to support the column.

NEW BOOK: FOX has just released their Arizona list. It is even better than their previous efforts. It is 8 by 10 inches and 3/4 of an inch thick. It contains just about everything you ever wanted to know about Arizona radio, sorted in several ways including type, frequency and call. Includes codes and northern Mexico. Contact them at 4518 Taylorsville Road, Dayton OH 45424-2497 or 1-800-543-7892 for more information.

ARIZONA [Greg CA-OR-240]

POLICE		FIRE		SHERIFF	
Flagstaff #1	156.210	Flagstaff	155.745	Coconino	155.49
Flagstaff #2	156.030	Doney Park	154.160	Statewide	39.18
N.A.U	155.010	Kachina	154.175	Coco. S&R	47.50
Williams	155.535	Williams	154.085	Yavapai	154.74
Winslow	155.520	Winslow	155.100	Navajo	155.70
Page	155.730	Moutainaire &		Mohave	39.50
Fredonia	155.730	Pinewood	154.310	Nat. S&R	47.46
Prescott	154.800	Sedona	154.400		

D.P.S		D.O.T.		FISH & GAME	
#1 Kingman	460.475	Flagstaff	156.105	State	151.46
#2 Flagstaff	460.025	Phoenix	156.105	T.A.C.	151.15
#3 Holbrook	460.300				
#4 Yuma	460.400	NAVAJO P.D.		AMBULANCE	
#5 Phoenix	460.325				
#6 Casa Grande	460.025	Tuba City	153.845	Flagstaff	155.325
#7 Claypool	460.475	Window Rock	154.950		
#8 Tucson	460.425	Shiprock	154.740	PARK SERVICE	
#10 Phoenix(W)	460.300	Chinle	154.710		
#11 Mesa,Payson	460.400	Kayenta	155.460	G. Canyon	174.40
#12 Prescott	460.425	Joint use	164.862	G. Canyon	172.45
Statewide	154.935	B.I.A.	164.862		
Statewide	460.225				
C.I.D.	156.090	FOREST SERVICE			
E.M.S.	463.000				
		Channel #1	171.550		
OTHER		Channel #2	172.300		
		Air Net	168.625		
HOPI P.D.	453.725	Sitgreaves	169.950		
SNOW BOWL	463.000				
WEATHER	162.400				

HAWAII [Don CA-LA-359] note: this was left out of the August issue by accident

HONOLULU FIRE DEPARTMENT

154.220	KUA201	F-01	City Dispatch <"Leeward">
154.340	KUA201	F-02	Rural Dispatch <"Windward">
462.975			Paramedic Dispatch <"Life Support One">

CITY & COUNTY OF HONOLULU

453.925 R	KYQ301		C&C Ambulance Dispatch
453.700 R		F-01	"MEDICOM" <medical care instructions>
453.900 R		F-02	"MEDICOM" <Medical care instructions>
453.850 R	KQM792		C&C Lifeguards
453.300			Sheriff <Court Transportation ?>

STATE AGENCIES

154.100	KRE476	Harbor Police
155.715	KET236	Civil Defense <"High surf warning">
475.000		Civil Defense <Listed by RADIO SHACK-WAHIAWA - only testing heard>
121.900		Civil Defense <Honolulu Airport>
155.925		Capitol Police

NEVADA [Roger NV-016]

CARSON CITY SHERIFF'S OFFICE

CODE AND DISPOSITION

10-1 UNABLE TO COPY
10-2 SIGNALS GOOD
10-3 STOP TRANSMITTING
10-4 ACKNOWLEDGEMENT
10-5 RELAY
10-6 BUSY
10-7 OUT OF SERVICE
10-8 IN SERVICE
10-9 REPEAT
10-10 FIGHT IN PROGRESS
10-12 STAND BY
10-13 WEATHER & ROAD REPORT
10-14 REPORT OF PROWLER
10-15 CIVIL DISTURBANCE
10-16 DOMESTIC TROUBLE
10-17 MEET COMPLAINTANT
10-18 COMPLETE ASSIGNMENT QUICKLEY
10-19 RETURN TO ----
10-20 LOCATION
10-21 CALL ------ BY PHONE
10-22 DISREGARD
10-23 ARRIVED
10-24 ASSIGNMENT COMPLETED
10-25 REPORT IN PERSON TO MEET ---
10-26 DETAINING SUBJECT,EXPEDITE
10-27 DRIVERS LICENSE INFO
10-28 VEHICLE REGISTRATION INFO
10-29 CHECK RECORDS FOR WANTED
10-30 UNNECESSARY USE OF RADIO
10-31 POSSIBLE ARTESIAN
10-32 MAN WITH GUN
10-33 EMERGENCY
10-34 RIOT
10-36 CORRECT TIME
10-37 INVESTIGATE SUSPICIOUS
10-38 STOP SUSPICIOUS VEHICLE
10-39 SUPERVISIOR NEEDED
10-40 NOTIFY CORONER
10-41 BEGINNING TOUR OF DUTY
10-42 ENDING TOUR OF DUTY
10-43 INFORMATION
10-44 REQUEST PERMISSION TO LEAVE BEAT
10-45 ANIMAL CARCASS AT ------
10-46 ASSIST MOTORIST
10-50 ACCIDENT F, P1, PD
10-51 WRECKER NEEDED
10-52 AMBULANCE NEEDED
10-53 ROAD BLOCK
10-54 LIVESTOCK ON HWY
10-55 INTOXICATED DRIVER
10-56 INTOXICATED PEDESTRIAN
10-57 HIT & RUN F, P1, PD
10-58 DIRECT TRAFFIC
10-59 CONVOY OR ESCORT
10-60 OFFICER NEEDS HELP
10-63 PREPARE TO MAKE WRITTEN REPORT
10-64 MESSAGE FOR LOCAL DELIVERY
10-66 MESSAGE CANCELLATION
10-70 FIRE ALARM
10-71 ADVISE NATURE OF FIRE
10-72 REPORT PROGRESS OF FIRE
10-73 SMOKE REPORT
10-74 NEGATIVE
10-76 ENROUTE
10-77 ETA
10-78 NEED ASSISTANCE
10-79 SEARCH WARRANT SERVICE
10-80 RESPONSIBLE WILL NOT RESPOND
10-81 DEAD BODY
10-83 SUICIDE OR POSSIBLE SUICIDE
10-86 OPEN DOOR
10-87 PICK UP CHECKS FOR DISTRIB.
10-88 ADVISE PRESENT PHONE # OF ---
10-89 BOMB THREAT
10-90 ALARM
10-91 ARREST WARRANT SERVICE
10-92 SUBJECT OR SUSPECT PRESENT
10-93 BUSINESS CHECK
10-94 DRAG RACING
10-96 MENTAL SUBJECT
10-97 HOUSE WATCH
10-98 JAIL BREAK
10-99 WANTED, F-FELONY M- MISDEM.

CODE 1 AT YOUR CONVENIENCE
CODE 2 OBEY ALL LAWS/EXPEDITE
CODE 3 EMERGENCY/EXPEDITE
CODE 4 OFFICER OK
CODE 5 SURVEILLANCE
CODE 7 LUNCH

SIGNAL C COFFEE

J-1 TRANSPORTING PERSONNEL
J-2 TRANSPORTING PROPERTY
J-3 TRANSPORTING PRISONER
J-3X FEMALE
J-4 TRANSPORTING PAPERS

DISPOSITION CODES

1. REPORT TAKEN
2. ARREST MADE
3. ISSUED CITATION
4. UNFOUNDED CALL
5. GONE ON ARRIVAL
6. WARNING GIVEN
7. OFFICER HANDLED
8. FALSE ALARM
9. CIVIL MATTER

WESTERN NEVADA RADIO FREQUENCIES

155.970	Crason City SO Dispatch
155.250	CCSO Tac 2
155.535	CCSO Tac 3
155.685	CCSO Tac 4
154.980	CCSO
154.300	CCSO
154.430	Carson City FD Dispatch
154.145	CCFD
154.175	CCFD
154.415	CCFD
154.980	Local Government (Carson)
151.835	Carson TV Cable
154.890	Douglas County SO Tac 1
155.640	DCSO Tac 2
155.550	Incline village office DCSO
154.770	Lyon County SO Tac 1
155.925	LCSO Tac 2
154.400	LCFD Dispatch
155.415	Medium Security Prison (Carson)
154.665	Maxium Security Prison (Carson)
155.195	Mineral County SO
151.475	Nevada Fish & Game
155.070	Storey County SO
155.475	SCSO
155.610	SCSO
155.865	Local Government (Virgina City)
154.385	SCFD
155.520	Washoe County SO
154.950	WCSO
155.310	WCSO
155.550	WCSO
46.060	WCFD
453.650	Reno PD Tac 1
453.700	Reno PD Tac 2
453.750	Reno FD
155.130	Sparks PD
155.850	Sparks PD
155.895	Sparks Local government
453.350	Reno-Cannon Airport Police
455.350	Reno-Cannon Airport Police
155.745	State Capatol Security
48.025	Sierra Pacific Power Co.
155.715	Carson-Tahoe Hospital
155.880	Carson City Public Works
47.100	Nv. Dept of Transportation DOT
47.120	DOT Snow Plows
47.240	DOT
46.420	Truckee-Tahoe Fire District
158.745	Truckee Meadows FD
158.880	TMFD North
158.940	TMFD South
155.205	Washoe County Search & Rescue
155.025	Kingsbury Fire Protection District
155.055	Kingsbury Fire Protection District
149.300	Reno Air Nat. Guard Fire & Crash
149.250	RANG Medical Net
163.4875	RANG Security
153.950	Lake Tahoe PD
156.030	South LT PD
154.445	South LT PD
157.300	Lake Tahoe Marine Ship ch26
161.900	LT Marine Shore ch26
157.400	LT Marine Ship ch28
162.000	LT Marine Shore ch28
154.295	Nevada Fire Chiefs Net
155.265	NFCN
151.340	Nevada Division State Parks
154.800	Boulder City PD

156.090	BCPD
155.190	Churchill County SO
155.490	CCSO
155.565	Lovelock PD
155.625	Humbolt County SO
155.805	ELY PD (R)
158.895	Nevada Division of Forestry
159.270	NDF
159.345	NDF Red/Fire
159.450	NDF (R)
170.475	NDF mobilies
168.625	NDF Air net
168.225	BLM RPTR on Scene
168.275	BLM Battlemountain
168.375	BLM Winnemucca
169.550	BLM Carson
166.375	BLM Susanville/ Bakersfield
169.375	BLM Carson
169.775	BLM Carson
168.550	BLM Airnet
167.950	BLM Air to Ground
169.400	BLM Air to Ground
166.675	BLM Air to Air T1
169.150	BLM Air to Air T2
169.200	BLM Air to Air T3
168.200	BLM F.S. Crew net
168.700	USFS BIFC #1
168.100	USFS BIFC #2
168.075	USFS BIFC #3
168.775	Tahoe National Forest
169.875	Toiyabe NF
169.900	Toiyabe NF
170.550	Plumas NF
172.225	Lassen NF
415.350	Region 5 fire net
42.940	NHP Dispatch
42.780	NHP Tac2
42.560	NHP Tac3
42.880	NHP Tac4
42.500	NHP
42.580	NHP Reno car to car
42.700	NHP car to car
159.090	NHP Reno
154.695	NHP (R)
154.905	NHP (R)
155.220	Nevada Highway Rescue Dispatch

OREGON [Steve OR-041]

BEVERTON OREGON STATE POLICE CAR ASSIGNMENT
STATION 18 Beaverton office 42.88 F-1 secondary 42.92 F-5
1810 Lieutenant
1811 Sergeant
1812 Sergeant
1813 Sergeant
1814 Sergeant
1821 Hwy. 26 Sunset Fwy.
1822 I-5
1823 Hwy. 217
1824 West End
1825 Hwy. 8 T.V. Hwy.
1826 West Slope
1827 Hwy. 99 Pacific Hwy.
1828 West End (used in summer)
1830 Detective Sergeant
1831 Detective
1832 Detective
1833 Detective
1834 Detective
1871 Game Warden also pilot
9595 Governor
9596 Governor's's car without Governor
Any unit between 1861 and 1868 is a second unit as in the 1821-1828 series. For example, 1862 would be the second car on I-5.
Station 10 no longer patrols I-5.

WASHINGTON [RON CA-VE-013]

VALLEY COMMUNICATIONS CENTER-update
****
TAC 1-155.685 DISPATCH
TAC 2-155.250 CAR TO CAR/DATA BASE
ABOVE FOR KENT,AUBURN,PACIFIC,AND ALGONA
TAC 3-155.925 DISPATCH
TAC 4-155.535 CAR TO CAR/DATA BASE
ABOVE FOR RENTON AND TUKWILA
NOTE:PREVIOUSLY,DISPATCHING FOR SOUTH END POLICE UNITS WAS ON 155.250.
ADAM=AUBURN POLICE
KING=KENT POLICE
PAUL=PACIFIC POLICE
LINCOLN=ALGONA POLICE
ROBERT=RENTON POLICE
TOM=TUKWILA POLICE
CONTROL=VALLEY COMM
****
VALLEY COMM FIRE DISPATCH

SOME FIRE UNITS ARE NOW USING "smt" DIGITAL DATA MESSAGING.
THE DATA BURSTS CAN BE HEARD ON THE FREQUENCY 153.875.
message examples are "IN SERVICE","ON LOCATION","RETURNING TO QUARTERS" etc.
****
WASHINGTON STATE PATROL-DISTRICT 2
SEATTLE/KING COUNTY FREQUENCIES

"area" 155.580 DISPATCH (f3)
"data" 154.680 DATA BASE/CAR TO CAR(f7)
"state" 155.970 STATEWIDE COMMON
"lern" 155.370 STATEWIDE MUTUAL AID

TRANSMITTER SITES
"ROANOKE" (NORTH SEATTLE) KNCW-672
"SEATTLE" (BELLEVUE) KNAX-340
"SEATTLE" (SQUAK MTN.) KOE-436
"GRASS MTN.(ENUMCLAW) KOA-389
"NORTH BEND"(RATTLESNAKE) KOA-288
"GARDINER" (BANDERA) KNAX-346
ATTN: I COULD USE SOME HELP IN I.D.'ing THE SITE WITH A
CALL SIGN OF "KOI-936" OR "KLI-936".
PLEASE RESPOND TO THIS COLUMN !!!

UNIT NUMBERS
0-99 OFFICERS
100-199 SERGEANTS
200-999 TROOPERS
X-NN RADIO TECHNICIANS
X-200'S COMMUNICATIONS
X-800'S WEIGHT CONTROL
X-900'S (UNIDENTIFIED)
J-NN UTILITIES & TRANSPORTATION COMMISSION-
COMMERCIAL ENFORCEMENT
J-42 HELICOPTER
AIR-N STATE PATROL AIRCRAFT
DAVID DETECTIVES
MARY MOTORCYCLE

more WASHINGTON [anonymous]

SPOKANE CITY POLICE

159.030	F1	BM	Northside, Patrol and Detectives.
159.150	F2	BM	Data and Tactical.
159.210	F3	M	Car to Car, Special Events, Tactical
155.655	F4	R	Southside and Downtown Patrol and Det.
156.150		M	Input to F4.
155.625	F5	BM	City-County Coordination. (CO Ch.2)
155.370	F6	BM	LERN, Interdept. Coordination.

Details: Radio; Simulcast possible on all except F3 and repeater input. No base transmitter on F3. Cross frequency operation possible but rarely used. 90% of calls in plain language. "D" codes for final disposition of calls just changed and unknown.

Numbering System;
100's; Command,Supervisors,Administration. Assigned to individuals.
200's; Detectives. Assigned to individuals.
300's; Vehicle numbers.
400's; Traffic units and Motorcycles.
Patrol; Shift + Sector + District ie. 1 Adam 22.
Shift; 1=12m-8a; 2=8a-4p; 3=4p-12m;
Sector; Adam=NW, (Spokane River-N.City Limits, Division St-W.City Limits) Baker=NE, (Sprague Ave.-N.City Limits, Division St.-E.City Limits) Charlie=S and Downtown, (All S. of river and Sprague Ave.) David=Downtown 8p-4a. (Power Shift)
Dist.; Several per sector. Map not available.
Officers patrol own district(s). Are available for calls anywhere in sector. Cross sector calls need supervisor approval. Police and Sheriff share same dispatch center.

FREQUENCY GUIDE TO AMERICA'S
NATIONAL RECREATIONAL LANDS
(Includes Alaska & Hawaii)

Contains the primary radio frequencies and repeater inputs, where applicable and known for National Forests, National Parks, National Recreation Areas, National Monuments & Historic Sites, Some Wildlife Refuge Areas, and more! Only $10.00 Postpaid & Available NOW!

****

MONITOR LAW GUIDE
by
Bob Mc Govern

Highly detailed presentation of every known state scanner law, full text including court decisions, attorney general opinions, and more. Easy to read format. Don't travel without one! Only $8.00 postpaid.

****

AIRPORT FREQUENCY DIRECTORIES FOR ALL STATES
(except Alaska and Hawaii)

Every known civil airport from private dirt strips to major airports listed with all known authorized aviation voice frequencies for each and their specific usage. Includes Towers, Ground Control, Flight Service Stations, Approach & Departure Control (primary and secondary facilities), Unicom, ATIS, Clearance Delivery, VFR Advisory Service, RCOs', CTAFs', and more. Hear what you have been missing. Have the information at your fingertips. All directories are $3.00 each except District of Columbia and Puerto Rico which are $1.00 each. All directories sent postpaid. Order yours now!

****

CUSTOMIZED FREQUENCY RESEARCH

This service is designed to provide you with frequency and licensee/usage information for government, business, and military radio services. Send $1.00 and a self-adressed stamped envelope for more specific details and inquiry suggestions.

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To order, send cash, check, or money order to: Command Post Communications, Box 997, Las Vegas, Nevada 89125.

PAID ADVERTISING

SPOKANE CITY FIRE.
154.430 Ch.1 BM Primary Dispatch and Operations.
154.130 Ch.2 BM Secondary, Operations.

Details: Plain language dispatch and operations. Fire Dept. is first responder to injury and illness with Engine Co. and one of three Paramedic Squads.

SPOKANE CITY PARKING ENFORCEMENT.
39.940 BM Reverts to CD use in disaster.

SPOKANE COUNTY SHERIFF.
155.130 Ch.1 R All Countywide Operations.
155.685 Inpt. Ch.1
155.625 Ch.2 BM Car to Car, Special Events,Tactical.
155.370 Ch.3 BM LERN, Interdept. coordination.

Details: Radio; Simulcast possible on all frequencies including city. Cross frequency possible but rarely used. County divided into districts. Deputies patrol assigned districts but are available for calls countywide. Many remote site link frequencies in 460 MHz range. Plain language dispatch 90%.

Numbering System;
500's; Command, Administrative. Assigned to individuals.
600's; Detective Supervisors and Detectives. Assigned to individuals.
700's; Patrol Supervisors (Indiv.), Radio Techs, Vehicle and Boat numbers.
800's; Misc. City and Town officers.
900's; Emergency Services. (CD).
Patrol; Patrol deputies may use district no., vehicle no. or personnel no. as radio call, their choice.

SPOKANE COUNTY FIRE DIST. 1.
154.295 R All Operations. East county area. All paid.
154.040 M Input to 154.295.

SPOKANE COUNTY FIRE DIST. 4-6-9-10-11-13.
154.190 R North County Fire. Volunteer.
MANY M Many inputs to 154.190.

SPOKANE COUNTY FIRE DIST. 3-8
154.250 R South County Fire. Volunteer.
153.770 M Input to 154.250.

SPOKANE INTERNATIONAL AIRPORT.
154.875 BM Security.
154.310 BM Crash & Fire.
154.980 BM Operations.

HOSPITAL EMERGENCY & ADMIN. RADIO.
155.340 BM Primary. All hospitals & ambulances.
155.280 BM Secondary. All hospitals & ambulances.

AMBULANCES.
155.175 BM Spokane Ambulance Co.
155.220 BM Mercy Ambulance Co.

WASHINGTON STATE PATROL.
155.580 BM Main operating frequency. Many bases.
154.845 M Car to car. No bases. Dispatch monitors.
155.970 BM Statewide common.
155.370 BM LERN. Interdept. coordination.

Other frequencies availabile in cars as listed in earlier newsletter, including various county frequencies.

WASHINGTON STATE FISH & GAME; WEIGHT ENFORCEMENT.
158.790 BM Dispatched by State Patrol.

WASHINGTON DEPT. OF NATURAL RESOURCES.
159.360 BM Northeast District.
159.420 BM Statewide.

SPOKANE TRANSIT AUTHORITY.
453.525 R Buses.
461.275 R Vans for Handicapped.

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Public Safety — South Central Editor,

SOUTH CENTRAL

R.C.M.A. SOUTH CENTRAL

SOUTH CENTRAL

POST OFFICE BOX 5053
AUSTIN, TEXAS 78763-5053

NO COLUMN THIS MONTH

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Bill Farmer, P.O. Box 1838, Thousand Oaks, CA 91360

As summer gives way to autumn, it's time for another edition of the RCMA Newsletter Railroads Column. This month we have updates to several items we have covered in the past.

PITTSBURGH TRANSIT

by THOMAS P. FRIEND (PA-017)

On July 7, 1985, the downtown subway portion of the Pittsburgh LRT (Light Rail Transit) system was put into service. The 1.1-mile-long subway has three stations in the downtown area: Steel Plaza, Wood Street, and Gateway Center. There is also one station on the south side: Station Square/Carson Street. Sometime in 1986 a fourth downtown station will be opened: Penn Park.

The following frequency is being used:

453.750 All subway operations, including:
Operational Control Center ("OCC")
Rail Yard operations ("Tower")
Maintenance
Security

The new 470 MHz radio system has not been put into operation yet. [Thanks, Tom, for the update. Let us know when the new radio system starts up. -Bill]

MORE TOURIST LINE INFO

Peter Miras (NH-17) writes to say that he has not heard anything on the frequency we gave for the Cape Cod & Hyannis in the June Newsletter (160.725). He hears all communications in the Cape Cod area on 160.305 and 161.355, which are assigned to the Bay Colony Railroad. 160.305 is the more active. CC&H trains are operated by Bay Colony crews over Bay Colony tracks, so it's logical that they

would use Bay Colony radio channels for operation of the trains. But what about that CC&H license on 160.725? Keep listening, they might start using it!

Peter also reports on a tourist line that was not in our June list. The Wolfeboro Railroad at Wolfeboro, NH uses 160.575 MHz.

UNION PACIFIC

An anonymous correspondent writes to update us on radio usage on the UP's Feather River Division, the former Western Pacific Railroad. UP Road Channel #1 (160.740) is in use by all trains and by many of the maintenance-of-way and signal department mobile units. The former Western Pacific channels (160.260 mobile to dispatcher; 160.380 dispatcher to mobiles) are still in use by mobile units, but many of the new mobiles now arriving are not equipped with these channels, so they must use the UP road channel.

The PBX system (161.280) is more active now than it was in Western Pacific days. There are three PBX stations on the Feather River Division listed in the 1985 Union Pacific telephone directory. They are at San Bruno (covering the San Francisco Bay Area), Diablo (on Mt. Diablo, covering Stockton and Sacramento), and Sutter Butte (north of Marysville, covering Marysville and Oroville).

SANTA FE PBX UPDATE

We published a list of Santa Fe PBX installations in the September, 1984, Newsletter. Since that time several new stations have gone into service. Here is a listing of them:

State	Transmitter Location	Freq.	Approx. Coverage Area
Illinois	Corwith	F9	Chicago
Missouri	Wyaconda	F4	Wyaconda
Missouri	La Plata	F7	La Plata
Missouri	Marceline	F6	Marceline
Missouri	Carrollton	F7	Carrollton
Kansas	Hutchinson	F6	Hutchinson
Kansas	Dodge City	F6	Dodge City
Texas	El Pleasant	F3 or F4	Belleville-Rosenberg
Texas	Copperas Cove	F3	Lometa-Killeen
Texas	Spur Mountain	F7	Brownwood-Lometa & Comanche-Coleman
New Mexico	La Mosca Peak	F6	Grants-Albuquerque-Divide
California	Oceanside	F4	San Clemente-Miramar
California	San Diego	F6	San Diego
California	Atwater-Fluhr	F6	Turlock-Merced
California	Stockton	F7	Stockton

In case you don't have your copy of last September's Newsletter handy, here are the frequencies:

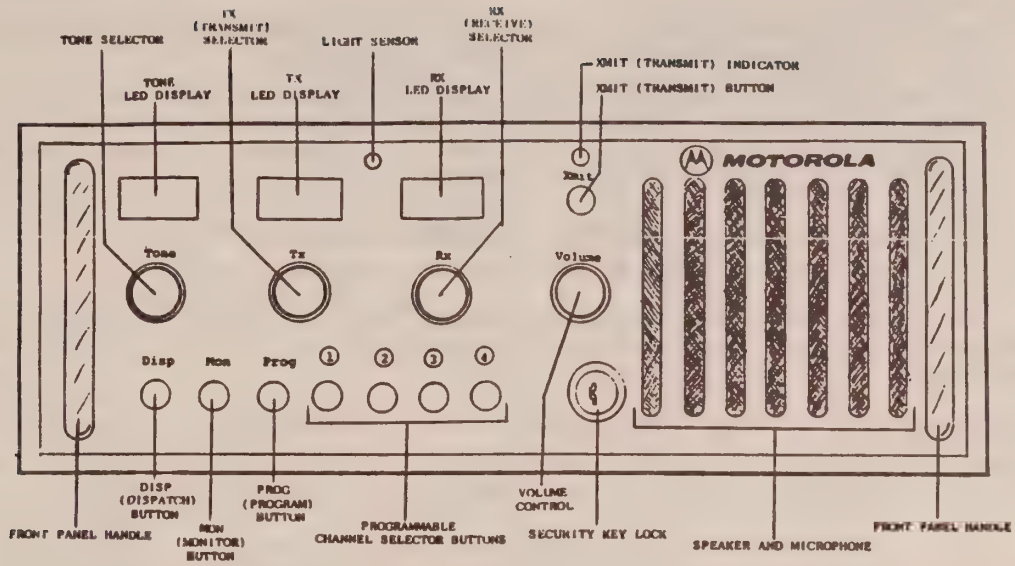
F1	160.650	Road Channel Systemwide
F2	161.010	Maintenance of Way Channel Systemwide
F3	160.260/161.490	PBX
F4	160.335/161.460	PBX
F5	160.560/161.490	PBX
F6	160.245/161.535	PBX
F7	160.425/161.295	PBX
F8	160.335/161.295	PBX
F9	160.245/161.490	PBX

As usual with PBX systems, you only have to monitor the output frequency (the first one of each pair listed above) to hear both sides of the conversation.

MOTOROLA MCX 100 RAILROAD RADIO

from info contributed by DAVE WILCOX (WI-35)

The MCX 100 is a locomotive radio containing all the VHF radio channels assigned for railroad use in the United States and Canada. This enhances a railroad's ability to communicate with foreign railroads, thus allowing greater flexibility for run-through operations.



The advanced design of this radio reflects the latest developments in technology. The digital displays are easy to read and automatically adjust to changing light conditions in the cab. Pushbutton programming is similar to that of an automobile radio and allows one to instantly select channels which have been stored in one of four positions. Rotary channel select knobs are similar to those on present control heads and have a positive locking action.

A Channel Identification Chart is supplied with each radio. This chart identifies the radio frequency of each railroad by using "channel numbers" assigned by the Association of American Railroads. The lowest channel number is 7, which corresponds to 160.215 MHz. The channel numbers increase with frequency, up to channel 97, which represents 161.565 MHz. Each radio has the ability to transmit (TX) and receive (RX) on the same channel or transmit on one channel and receive on a different channel. For example, the Burlington Northern road channel is designated on the ID chart as 66 66 (transmit and receive on the same channel); this means that both the TX and RX displays on the radio should read 66. An example of a railroad that transmits on one frequency and receives on another is Denver & Rio Grande Western. Its channel 3 is shown on the chart as 19 97 (transmit on 160.395 MHz and receive on 161.565 MHz). In this case the TX display would first be set to 19, then the RX display set to 97.

The TONE display on the left side of the radio indicates various tones used in signaling the dispatcher. Tone numbers are indicated on the Channel ID chart. This system will allow an engineer to contact the dispatcher by signaling him with a tone transmitted by the radio. The tone selection may be made either on the TONE display or by using the touch tone pad. The touch tone pad is located on the right side of the radio and is built into the housing. It operates in the same manner as a telephone. By pushing either the DISP button or the proper number on the touch tone pad a signal will be sent to the dispatcher, alerting him to the call. The dispatcher will then establish voice communication with the train via a base radio.

OPERATING INSTRUCTIONS—MCX 100

A. Refer to Channel Identification Chart posted in cab for proper channel number.

B. Turn TX knob to set radio to desired channel which appears in display. Note that RX display automatically tracks TX display.

C. If RX channel is different (refer to chart), turn RX knob to desired channel.

D. Push yellow XMIT button to transmit.

E. Dispatch Tones—turn knob to desired number (refer to chart) and push DISP button to send tone. Note where DTMF tones are required touch tone pad may be used.

F. 1, 2, 3, 4 pushbuttons operate much the same as your automobile

radio's pushbuttons. Frequently used channels such as road and yard may be programmed into these positions.

G. To program a channel into 1, set desired channel in display and push PROG button, display will flash. Then push button 1 and that channel will be recorded in memory location 1. Note: repeat the above step to record other channels in 2, 3, or 4.

AAR FREQUENCY ASSIGNMENT PLAN CHANGES

Part III — Major Railroads C-M

We continue reviewing additions, deletions, and changes for major railroads in the Association of American Railroads Radio Frequency Assignment Plan dated October 1984.

Railroad	Location	Frequency	Comments
Chessie System	Entire System	457.9375	Added-telemetry
	Silver Grove, KY	160.890	Added
	Flint, MI	160.635	Added
	Grand Rapids, MI	161.070	Added-Conrail Rd
	Saginaw, MI	160.635	Added
	KY, TN, WV	160.455	Added
	KY, OH, TN, WV	161.265	Added
Chicago & North Western	Entire system	160.320	Added
		160.485	Added
		161.220	Added
	Council Bluffs, IA	161.100	Added-BN Yard
	Chicago, IL	452.9125	Added
	Sommer-Iowa Jct. IL	161.400	Added-TP&W Road
	Kansas City, MO	160.410	Deleted-MP Road
		161.310	Added-KCT Road
		161.370	Added-ATSF Yard
		170.740	Added-UP Road
		161.550	Added-SSW Road
	Liberty, MO	160.260	Added
		160.470	Added-MP Yard
		160.590	Added-MKT Road
		160.740	Added-UP Road
		161.100	Added-BN Road
		161.160	Added-BN Yard
		161.310	Added-KCT Road
		161.370	Added-ATSF Yard
	Wisconsin Rapids, WI	161.370	Added-SOO Road
	Crandall Jct., WY	160.260	Added
	IA, IL, MO	160.680	Added
	KS, NE	160.860	Added
	MT	161.100	Added-BN Road
		161.160	Added-BN Yard
	NE	160.740	Added-UP Road
Conrail	Entire system	452.9375	Added
		457.9375	Added
	Wilmington, DE	160.755	Deleted
	Elkhart, IN	160.470	Deleted
	Baltimore, MD	160.755	Deleted
	St. Louis, MO	161.130	Deleted
	Camden Co., NJ	160.245	Added
	Bronx, NY	160.215	Deleted
	New York City, NY	160.440	Added
	Harrisburg, PA	160.230	Added-CHES Road
	Pittsburgh, PA	160.590	Deleted
		160.995	Deleted
	Cape Charles, VA	160.755	Deleted
	MI, NY, New England	160.665	Added
	NY	160.935	Added
		161.415	Added
	PA & NJ	160.290	Deleted
Delaware & Hudson	Entire System	160.620	Added-MEC Road
		161.250	Added-MEC Yard
		161.400	Added-B&M Road
	New England	161.520	Added-B&M Disp

Railroad	Location	Frequency	Comments
Denver & Rio Grande Western	Denver, CO	160.695	Added
	Grand Jct., CO	160.695	Added
	Pueblo, CO	160.695	Added
	Carbon County, UT	161.550	Added-SP Road
	Salt Lake City, UT	160.695	Added
Detroit, Toledo & Ironton	MI	161.070	Added-CR Road
	OH	161.205	Added-Police
Duluth, Missabe & Iron Range	Entire System	457.9375	Added-telemetry
	Duluth, MN	161.205	Added-DWP Disp
		161.415	Added-DWP Road
	MN	160.620	Deleted-BN PBX
		160.680	Added
Duluth, Winnipeg & Pacific	Entire System	160.875	Added
		160.935	Added
		161.025	Added
	Duluth MN to Pokegama, WI	161.550	Moved location
Grand Trunk Western	Entire System	452.9375	Added
		457.9375	Added-telemetry
	Chicago, IL	161.205	Added-Police
	MI	161.100	Deleted
Illinois Central Gulf	Jackson, MS	160.560	Added
	IL	160.740	Added
Kansas City Southern	Alexandria, LA	160.230	Added-NLG Road
	Shreveport, LA	160.650	Added-ATSF Road
	NE & KS	160.650	Deleted-ATSF Rd.
Long Island	New York City, NY	160.620	Added
		452.9125	Added
		457.9125	Added
Maine Central	New England, NY, PA, NJ	160.530	Added-D&H Disp
		160.590	Added-D&H Road
	NY, PA, NJ, MD, DC, DE, VA	160.800	Added-CR Road
		161.070	Added-CR Road
	New England	161.400	Added-B&M Road
Milwaukee Road	Entire System	161.205	Added-Police
	Chicago, IL	160.590	Added-GTW Road
	Kansas City, MO	160.260	Added-KCS Road
	Omaha & Council Bluffs	160.530	Deleted
		160.740	Deleted-UP Road
		160.770	Deleted-Road
		160.920	Deleted
		161.430	Deleted
	ND & all states west	160.230	Deleted
		160.440	Deleted
		160.530	Deleted
		160.770	Deleted-Road
		160.920	Deleted
		161.100	Deleted-BN Road
		161.430	Deleted
		161.550	Deleted-SP Road
	NE & KS	160.770	Deleted-Road
		161.430	Deleted
Missouri-Kansas-Texas	Kansas City to Omaha	160.410	Added-MP Road
	Union to Lincoln, NE	160.410	Added-MP Road
	Kansas City to Topeka	160.740	Added-UP Road
	Omaha, NE	160.740	Added-UP Road
	Kansas City, MO	160.770	Added-MILW Road
		160.890	Added-C&NW Road
		161.160	Added-BN Road
	Houston, TX	161.550	Added-SP Road
Missouri Pacific	Little Rock, AR	160.755	Added
		160.935	Added
	Kansas City, MO	160.260	Added-KCS Road
		160.290	Added-UP PBX
		160.440	Added-N&W Road
		160.455	Added-C&NW Yard
		160.590	Added-MKT Road
		160.920	Added-ICG Road
		161.310	Added-KCT Road
		161.370	Added-ATSF Yard
		161.520	Added-UP PBX

Railroad	Location	Frequency	Comments
		161.550	Added-SSW Road
	Houston, TX	161.085	Added
	OK & TX	161.385	Added-PBX?

We need to know what each of these new frequencies is being used for, so if you are in the vicinity, please check them out for us.

—Gary & Bill

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn, 160 Lester Dr., Orange Park, FL 32073

Greetings and welcome to this edition of Space Comm. In addition to this month's Space Activity report, Roger Byrd will have his first installment on TVRO satellite listening. And now on with the act...

Space Activity Report by Larry Van Horn, N5FPW

Information is courtesy of the Spacewarn Bulletin-Goddard Space Flight Center NASA Thirty Day Special Bulletins, "Communications Satellites" by editor, and the editor's monitoring during the thirty day period covered by this report, May 30-June 30.

1985-42A Cosmos 1656 was launched May 30 from Tyuratam on an unknown booster by the USSR. Initial orbital elements were apogee 215 Km, perigee 190 Km, period 89 min, inclination 51.5 degrees. Mission for this satellite is unknown at this time. (Editor note: The satellite's launch system finally placed this payload into a 867 X 808 Km orbit,inclined 71.11 degrees. This mission closely paralleled the Cosmos 1603 mission which also remains a mystery. Booster used for this satellite is unknown also.).

1985-43A Soyuz T-13 was launched June 6 from Tyuratam on a A-2 booster by the USSR. Orbital elements were period 90.7 min, inclination 51.6 deg, apogee 338 Km perigee 304 Km. T-13 has docked with Salyut 7 and carried cosmonauts V. Dzhanibekov and V. Savinykh aboard. Frequency: 20.008, 121.750 (FM), and telemetry centered around 922 MHz.

1985-44A Cosmos 1657 was launched from Plesetsk by an A-2 booster on June 7,by the USSR. Orbital elements were period 89 min, apogee 312 Km, perigee 194 Km, inclination 82.2 deg. 1657 was recovered by the USSR on June 21. Mission: short duration photo recon.

1985-45A Cosmos 1658 was launched from Plesetsk by an A-2e booster, by the USSR on June 11. Orbital elements were period 711 min, apogee 38,661 Km, perigee 647 Km, inclination 62.8 deg. Mission: Early warning satellite. Frequency: 2280-2304 MHz.

1985-46A Cosmos 1659 was launched from Plesetsk on an A-2 booster on June 13, by the USSR. Orbital elements were period 90 min, apogee 378 Km, perigee 210 Km, inclination 72.8 deg. Mission; military photo recon. Object decayed on Jun 21.

1985-47A Cosmos 1660 was launched from Plesetsk on a F=2 booster on June 14, by the USSR. Orbital elements were period 116 min, apogee 1536 Km, perigee 1502 Km, inclination 73.6 deg. Mission: Geodetic satellite.

1985-48A STS-51G was launched June 17, from the Kennedy Space Center aboard Discovery. Orbital elements were period 91 min, apogee 359 Km, perigee 351 Km, inclination 28.4 deg. The payloads included Morelos-A, Arabsat-1B, and Telestar-3D plus Spartan-1. Crew Members included: D. Brandenstein, J. Creighton, J. Fabian, S. Lucid, S. Nagel, P. Baudry, and Sultan Salman Al-Saud. STS-51G returned to Edwards AFB on June 24. Frequencies: 259.7, 279.0, 243.0, 296.8, 2106.4, 2205.0, 2215.0, 2217.5, 2250.0, 2287.5, 15000.85 MHz,

1985-48B The communications satellite Morelos-A was launched from the Space Shuttle Discovery on June 17, for Mexico. Morelos-A will be placed into geostationary orbit at 113.5 deg. and carries 22 transponders.

1985-48C The communications satellite Arabsat-1B was launched from the Space Shuttle Discovery on June 18. This satellite will be placed into geostationary orbit at 26 deg. east and carries 26 transponders.
1985-48D The communications satellite Telestar 3-D was launched from the Space Shuttle Discovery on June 19, for the American Tele phone and Telegraph Company (AT & T). This satellite will be placed in geostationary orbit at 125 deg. west.
1985-48E The Spartan-1 was launched from the Space Shuttle Discovery on June 20. Spartan 1 is the first of a series of low-cost free-flyers designed to extend the capabilities of sounding rocket class experiments.
1985-49A Cosmos 1661 was launched from Plesetsk on an A-2 booster June 18, by the USSR. Orbital elements were period 727.5 min, apogee 40,139 Km, perigee 611 Km, inclination 62.9 deg. Mission: Early warning satellite, Frequency: 2280-2304 MHz
1985-50A Cosmos 1662 was launched fromPlesetsk on a C-1 booster June 19, by the USSR. Orbital elements were period 94 min, apogee 521 Km, perigee 478 Km, inclination 65.8 deg. Mission: Minor Military research.
1985-51A Progress 24 was launched from Tyuratam on an A-2 booster, June 21, by the USSR. The spacecraft orbital elements were period 88 min, apogee 268, perigee 194 Km, inclination 51.6 deg. Mission: To resupply the Soyuz T-13 crew and Salyut 7 with supplies, experiments, fuel, consumables, etc. Frequenc: 166/922.750 MHz.
1985-52A Cosmos 1663 was launched by an A-2 booster, June 21, by the USSR from Plesetsk. Orbital elements were period 89 min, apogee 287 Km, perigee 224 Km, inclination 82.3 deg. Mission: photo recon. Payload decayed on July 5.
1985-53A Reports indicate three objects in orbit, launched on June 21, by the USSR. Confirmation has not been received by the launching agency. No name at press time had been received from the Soviets and little is known about the spacecraft. Orbital elements for the 'A' object are as follows:
Period 89 min, apogee 362 Km, perigee 203 Km, inclination 64.4 deg., object decay ed July 5. I'll try to have more on this mysterious Russian launch as info becomes available.
1985-54A Cosmos 1664 was launched from Plesetsk on an A-2 booster on June 26, by the USSR. Orbtial elements were period 90 min, apogee 404 Km, perigee 207 Km, inclination 72.8 deg. Mission: short duration photo recon.

Space Communications
by Roger W. Byrd (NV-016)

The art of using a satellite to receive data, video, audio from space is now very sophisticated and is a new world to those who like to listen in on what is going on around the world.

How does one listen in on all this? First you must have a satellite system to receive these very weak microwave signals from the satellite. The main reason most people have satellite systems is to receive TV signals. But under all those TV signals, are many other subcarriers and services that can be received with the proper equipment, but first we will talk about the system in general. I will talk about equipment at a later date as this is a field all its own.

Lets say you have gone to all the local satellite dealers and have found the "deal" you want, and the system is installed, you must make sure the system tracks from F2 channel 20 to SATCOM F1 channel 20 and do not accept any excuses as to why it does not!! I have been installing TVRO systems for 5 years and all my systems M U S T track between those birds (satellites). The reason for this is if your system will track from SATCOM F2 to F1 you will know that it will now track all the birds inbetween. This is important , if you want to receive good TV pictures, audio and data transmissions.

OK, we now have the system in operation and we can see the video that is transmitted , we can also hear some "Donald Duck" talk as we change channels. What is this? Well if you want to find out you must hook up a shortwave radio to the output (Video-LVH) of your satellite system tuner and a whole new world of shortwave listening suddenlycomes through to your ears via TVRO.

What about the subcarriers audio services? Well you need to hook up a stereo decoder and you can have noise free music that has the high and low ends that FM stations cut off. Now we have video, movies, news, news uplinks, network uplinks, sports, music videos, audio in matrix, mpx and the new dbx, and data. (See SATCOM F3 Channel 18 during the day).

Now I will touch on an argumentive subject, Satellite TV Guides. I prefer Satellite Tv Week. I get one each week and they seem to have more listings than most and if changes are made on a satellite you know about it within 2 or 3 weeks, not a month or 2 later. As an installer, I find this very important as the customer expects you to know what is on these satellites. Orbit magazine has alot of "cards" that give you information, but I do not like "dog eared" magazines laying around the room.

Thank you Roger for the intro article on TVRO in Space Comm. RCMA members and I will be looking for future installments and your valuable insights into the world of TVRO monitoring.

Hams in Space, again

Two German radio amateurs maybe carrying a ham radio station aboard the Space Shuttle mission 61-A this month.

The news was first reported in the July 73 magazine. It has since been confirmed through NASA/JSC by Roy Neal, K6DUE of NBC News. According to the story, Dr. Ernst Medderschmid, DG2KM and Dr. Reinhard Furrer, DD6CF, will be onboard shuttle Colombia for the Spacelab D-1 operation and hope to engage in cross-band, OSCAR transponder-type operation.

The equipment was reportedly built by the European electronics concern, Robert Bosch Company. The radio is said to be capable of four-2 meter and eight-70 cm channels. In addition to two-way FM QSOs whenever the astronauts are not available,automatic logging equipment is planned for recording all received calls when they are busy with other Spacelab duties. The Bosch built package will also have a 1 watt-70 cm beacon for determining when the shuttle is within your communications range.

The equipment to be carried by the two German astronauts appears to be designed for cross-band rather than in-band operation. A typical Mode B or Mode J station would appear required to permit QSOs. (Mode B is 70 cm up, 2 meters down, Mode J is 2 meters up, 70 cm down.).

Listeners with 70 cm receivers (420-450 MHz) programmable scanners should be able to hear the German astronaut-amateurs. Increased signal strength of the shuttle amateur signals can be achieved through the use of directional antennas and will result in longer periods of communication reception and louder signals. Ground plane type antennas will work with some degree of degraded signals.

Interested monitors can get the latest information from W1AW RTTY/Voice bulletins, local mateur radio nets (via repeaters), and listen to WA3NAN from the Goddard Space Flight Center on 3860, 7185, and 14295 Khz.
(Tnx to Westlink and ASR No. 105 for this info.)

Speaking about Shuttle audio, here is a list of shuttle rebroadcast audio frequencies currently in use by NASA sites amateur radio clubs.

NASA/Goddard Amateur Radio Club-WA3NAN
3860/7185/14295/21390 Khz. and in the Washington area 147.450 MHz.

NASA/JPL for the La/Pasadena areas
224.040 MHz. FM & 145.460 MHz. FM

NASA/Marshall Space Flight Center- Huntsville, Al.
145.430 MHz. FM
NASA/Ames Research Center- San Fransico Area
145.580 MHz. FM
Cape Kennedy(Merrit Island ARC)
146.940 MHz. FM (Repeatered-700 watts during shuttle missions)
In the Gainesville Fl. area
146.820 MHz. (repeatered)

If you know of a local amateur radio repeater carrying shuttle audio, how about a note from you so others can listen also. During missions you might want to check 2 meter, 220 MHz, 70 cm repeaters and simplex frequencies in those bands to listen and see if shuttle audio is being carried. Also remeber that the shuttle astronauts are not always talking the mission control (sleep, out-of-range, nothing to say, etc. so give the frequency a chance.

Unitl next month, 73s and rember, Space Comm and the RCMA need your support and inputs. Send in your contributions today. Frequencies, articles on satellites, intercepts, orbital data, articles your equipment, equipment questions (please do not ask me to recommend brand names), etc are all valid here. Give satellite listening a try, its habit forming.

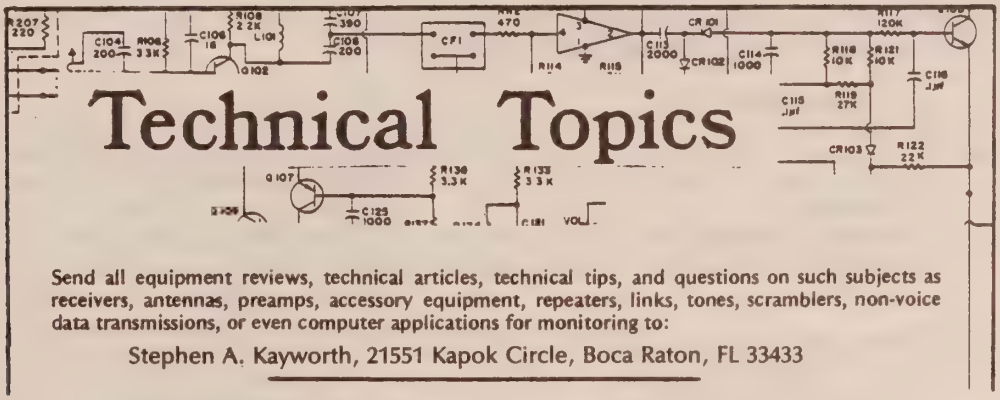
GOVERNMENT RADIO SYSTEMS
CALIFORNIA SUPPLEMENT TO
SECOND EDITION

LOS ANGELES ORANGE VENTURA
RIVERSIDE SAN BERNARDINO
SAN DIEGO COUNTIES

OVER 40 PAGES
Comprehensive & Complete
Exceeds expectations

$6 postpaid
Mobile Radio Resources
2661 Carol Drive
San Jose CA 95125

paid advertisement



Technical Topics

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

Stephen A. Kayworth, 21551 Kapok Circle, Boca Raton, FL 33433

NEW SCANNERS and OTHER THINGS

In the last couple of weeks, my mail has produced some interesting information concerning new scanners which are on the market or are rumored to be coming on the market. The first of these is a portable unit from Uniden/Bearcat. The unit, designated the 50XL, has 10 channels covering 3 bands between 29 and 512 MHz. The specifications are as follows:

Frequency Range:	29 - 54 MHz 136 - 174 MHz 406 - 512 Mhz
Scanning Speed:	15 channels/second
Display:	Liquid Crystal
Sensitivity (12 dB SINAD):	.4 mV Low band .5 mV High band .7 mV UHF
Selectivity:	-55 dB ± 25 kHz
Audio Output:	.5 watts at 10% THD
Antenna:	BNC Jack
Power Requirements:	6 Volts DC

Connectors:	External Power Jack
	Charger Jack
	Earphone Jack
Size (WDH):	2 5/8 x 1 1/2 x 6 3/4
Weight:	10.5 oz. w/o batteries

Other features include a keybord lock switch, channel lockout switch, low battery indicator and a built-in 3 second delay on all channels. A low battery is indicated by a beep which occurs every 4 minutes when the battery is low. The unit automatically shuts off after the 15th beep. As far as I can tell from the liturature, the channel delay cannot be switched off. As the liturature states, this feature is built-in.

A two digit LCD display shows the channel being scanned or monitored, and a Review switch allows you to check the frequency that is entered on each channel. I'm not sure how this is accomplished with only a two digit display, but according to the liturature, it can be done.

The unit uses either four standard AA cells or 5 nicad AA cells. A memory backup feature retains the frequencies entered for about 30 minutes without batteries installed in the 50XL - a nice feature if you're using standard batteries. You won't have to reprogram everything after changing batteries.

The liturature also mentions a feature called "Track Tuning." This feature "allows the unit to peak on each transmission for better reception at band edges." I think this is another name for a type of Automatic Fine Tuning (AFT) which keeps the receiver on frequency when receiving a transmission.

A cigarette lighter cable and a battery charger are available as options.

As of this writing, I have no first hand reports about this unit. The information presented here is from a Uniden sales brochure sent in by a reader. My first impression, though, is that the 50XL is intended to be all the things the previous Bearcat hand-held wasn't. Howerever, compared to some of the other units on the market, the 50XL is somewhat lacking in bells and whistles. This is not necessarily a problem, though, since some people don't care for all the fancy features. I'll be anxious to hear from any of you who have had the opportunity to try one of these units. Let me know what you think.

Another unit from Uniden/Bearcat is the **800XLT.** This unit covers from 29 to 912 MHz in four distinct bands. The specifations are as follows:

Frequncy Range:	29 - 54 MHz
	118 - 174 MHz
	406 - 512 MHz
	806 - 912 MHz
Channels:	40 (two banks of 20)
Scanning Speed:	15 channels/second
Display:	Flourescent
Controls:	Volumn Control
	Squelch w/Auto setting
Power Requirements:	117 VAC or 13.8 VDC
Memory back-up:	2 AA cells
Sensitivity (20 dBQ ?):	.6 mV Low/High Band
(10 dB SINAD):	.8 mV Aircraft Band
(20 dBQ ?):	.8 mV UHF
12 dB SINAD):	1 mV 800 MHz
Selectivity:	-55 dB $\pm$ 25 kHz
Audio Output:	1.5 watts at 10% THD
Connectors:	External Antenna Jack
	External Speaker Jack
	AC & DC Power Jacks
Size (WDH):	9 1/4 x 4 1/2 x 12 1/2
Weight:	7 lbs. 2 oz.

Other features of the 800 XLT include Scan Delay (three seconds), Automatic Search, Direct Channel Access, Automatic Squelch, Priority (channel one) and Channel Lockout. These features are the same as those found on earlier Bearcat products such as the BC-250. One things that appears to be absent, though, is the clock and search rate (fast/slow) features.

This unit, like the 50XL, boast the "Track Tuning" feature which I mentioned earlier. One new feature found on the 800XLT is called "Instant Weather." When you press this button, the scanner automatically finds the National Weather Service broadcast in your area - a nice feature. The scanner knows on what frequencies the Weather Service is normally found and automatically searches those frequencies to find a weather station for you.

Two telescoping antennas are included with the unit. One is for 800 MHz, and the other is for the lower frequencies. An external antenna plug and a DC power cord are available as options.

One feature that is not mentioned in the liturature is a tape recorder control output, as was found on the BC-250. I assume that, since it isn't mentioned, it isn't available on the 800XLT.

As is the case with the 50XL, I have not had any first hand experience with this unit either. One reader mentioned in his letter that the units started shipping around August 1, 1985, so they are hot off the assembly line. This same reader also wrote that he will be testing the sensitivity of the unit in the near future and will forward a report to me shortly. I'll be looking forward to getting that input so that I can pass it along to you.

One reader from Chicago writes:

> The Bearcat 800XLT looks like a BC 20-20 with an 800 MHz converter. Note the 406 - 512 and 806 - 912 coverage.

It is possible that the 800XLT is converting as much of the band above 806 MHz as it can down to the 406 - 512 range, thus only 806 - 912 MHz can be covered on the scanner. Right now, a good portion of what you would want to listen to is below 900 MHz, but at some point in time, it might be nice to be able to monitor up to 1000 MHz or so.

As I said before, I am anxious to hear from any of you who have had the opportunity to see one of these units first hand. Even if it was only at your local dealer, I would still like to know your first impressions of the unit. Write if you have any more input.

One reader in New York state wrote and told me about a new scanner from Yaesu. This scanner is called the FRG-9600, and according to the letter I received, it has some hot specs, a good display and is packaged "very professionally." Oh yes - It has a hundred channels. Does anyone have any more information on this unit? If you do, I would like to hear from you. This reader also mentions the possibility of ICOM coming out with a scanner. Has anyone else heard any rumors about this?

HELP WANTED

John from Virginia writes that he is having a problem with his HX-4000. He is hearing a lot of FM and TV broadcast hash. The problem is especially bad on low band and high band but not as bad on the 406 to 420 MHz band. The problem is non-existent above 450 MHz.

The only interferring station that John has been able to identify is TV channel 10. He is hearing the sound from channel 10 on 154.95 MHz. What's really odd is that the TV station is 80 Miles away.

Are any of you having, similar problems with the HX-4000? Does anyone know what might be causing this or what might cure it. We need some input on this subject, so if any of you can help, please write.

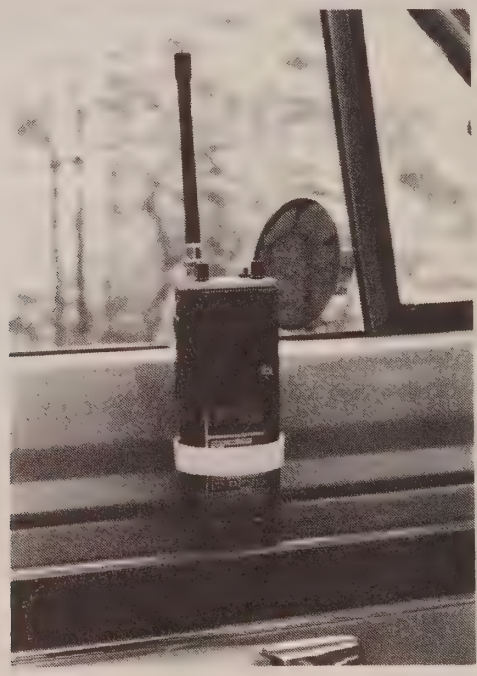
The subject of antennas is a popular one, and Peter from California writes asking about multi-band mobile antennas. Peter's question is this: what does one give up in terms of gain by having the flexibility of one antenna that covers all the way from 30 to 512 MHz.

The answer is that at some frequencies you loose some gain while at others you may actually see some added gain. Normally, an antenna that is made shorter than a 1/4 wavelength, but still resonant at a given frequency, will show a loss of gain over a 1/4 wave antenna resonant at that same frequency. In the case of a multi-band mobile antenna, the antenna is made to be resonant from 30 to 512 MHz, but it is physically shorter than a 1/4 wavelength on low band. Therefore, at the lower frequencies, the antenna would show a loss of gain over a 1/4 wave antenna cut for low band. At high band frequencies, however, the antenna is more like a physical 1/4 wave antenna and would perform as such. At UHF frequencies, the antenna may act more like a 1/2 wavelength antenna or a collinear antenna, and it will actually show some gain. This is a pretty generalized look at multi-band antennas and won't hold true in every case, but it does give you an idea what to expect from a multi-band mobile antenna.

READER TIPS

I recently received a real neat idea from C.W. (GA-001). A picture was also included and I hope it will be printable in the newsletter, but in case it's not, here's the description.

You can buy a plastic cup holders, for less than a dollar, that hangs on the window slot in your vehicle door. C.W.'s picture shows a Regency HX-1000 sitting in the cup holder instead of an ice cold soda. It looks like a real easy way to set your hand-held up in the car and have it convieniently close at the same time. C.W. should buy another plastic holder, though, because is gets awful hot here in the south. You gotta have some place to put your soda.



Another tip comes from Bill (PA-138) concerning the HX-1000. Bill writes:

> ...I use the clock as a battery charge timer by having the clock in the 'off' mode, and after each battery re-charge, I program the clock to 0:00 by using the standard proceedure....I find this system works very well as the clock only goes on when the the radio goes on and off when the radio is turned off. Since I normally wear a watch, I find that I don't need the standard clock mode, but I find the timer system to be superior.
>
> ...I found that I wanted a better system for carrying the HX-1000 than the supplied case and belt clip. I purchased a Radio Shack cordless telephone carrying case - catalog # 43-190, price $4.95 - and found that it works perfectly after having a shoe maker cut and stitch a slot for the antenna. The belt loops are much more secure than a belt clip.

THINGS TO COME

There has been a lot of recent interest in monitoring digital radio communications, and I know that many of you are anxious to see a how-to article on this subject. I will be researching this subject over the next few months and will try to come up with some practical information for you. This particular subject will take some learning on my part. I have received some information on MDT systems from a number of you, and it all helps. If any of you have specific information on systems in your area please write. Information such as baud rates, special coding schemes, frequencies and the like would be greatly appreciated.

That's all I have for this month. My thanks go to Ed (IL-004), Wayne (NJ-202), Claude (NY-316) and the others already mentioned for making this month's column possible.

'till next month

Steve

VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 4122 Granby St., Norfolk, VA 23504

Hello and welcome to your October 1985 VHF Marine Column.

This month I will take you on a tour on the Thirteenth Coast Guard District which encompasses the states of Washington and Oregon.

NORTH BEND GROUP: (North Bend,Or. Air Station)
==========
Air Station: North Bend,Or.
Stations: Chetco River,Brookings,Or.
Subunit: Rogue River Patrol,Gold Beach,Or.
Coos Bay,Charleston,Or.
Subunit: Coquille River Patrol,Bandon,Or.
Umpqua River,Winchester Bay,Or.
Siuslaw River,Florence,Or.
Yaquina Bay,Newport,Or.
Depoe Bay,Depoe Bay,Or.
Aids to Navigation Teams: ANT Coos Bay,Charleston,Or.

ASTORIA GROUP: (Astoria,Or. Air Station)
==========
Air Station: Astoria,Or.
Stations: Tillamook Bay,Garibaldi,Or.
Cape Disappointment,Ilwaco,Wa.
Grays Harbor,Westport,Wa.
Subunit: Station Willapa
Aids to Navigation Teams: ANT Astoria,Or.

PORT ANGELES GROUP: (Port Angeles,Wa. Air Station)
==========
Air Station: Port Angeles,Wa.
Stations: Quillayute River,LaPush,Wa.
Neah Bay,Wa.
Floating Units: USCGC Point Bennett (WPB-82351) Port Townsend,Wa.
USCGC Point Countess (WPB-82235) Port Angeles,Wa.
Aids to Navigation Teams: ANT Port Angeles,Wa.

SEATTLE GROUP: (Bellingham,Wa. Port Safety Station)
==========
Port Safety Stations: Seattle,Wa.
Anacortes,Wa.
Floating Units: USCGC Point Doran (WPB-82375),Everett,Wa.
USCGC Point Glass (WPB-82336),Gig Harbor,Wa.
USCGC Point Richmond (WPB-82370),Anacortes,Wa.
Light Stations: Alki Point,Seattle,Wa.
West Point,Seattle,Wa.

PORTLAND GROUP: (Portland,Or. Port Safety Station)
==========
Port Safety Station: Portland,Or.
Station: Kennewick,Wa.
Floating Unit: USCGC Bluebell (WLM-313),Portland,Or.
Aids to Navigation Team: ANT Portland,Or.

ICEBREAKERS:
==========
USCGC Polar Sea (WAGB-11),Seattle,Wa.
USCGC Polar Star (WAGB-10),Seattle,Wa.

HIGH ENDURANCE CUTTERS:
==========
USCGC Boutwell (WHEC-719),Seattle,Wa.

USCGC Campbell (WHEC-32),Port Angeles,Wa.
USCGC Mellon (WHEC-727),Seattle,Wa.

MEDIUM ENDURANCE CUTTERS:
==========
USCGC Citrus (WMEC-300),Coos Bay,Or.
USCGC Yocona (WMEC-168),Astoria,Or.
USCGC Resolute (WMEC-620),Coos Bay,Or.

BUOY TENDERS:
==========
USCGC Bayberry (WLI-65400),Seattle,Wa.
USCGC Fir (WLM-212),Seattle,Wa.
USCGC Iris (WLB-395),Astoria,Or.
USCGC Whitebush (WLM-542),Astoria,Or.

BASE:
=====
Base,Astoria,Or.

LORAN STATION:
==========
Loran C Station,George,Wa.

PUGET SOUND VESSEL TRAFFIC SYSTEM:
==========

Site Location:	Channels:
Gold Mountain	5,13,14,16,21,22,81
Mount Constitution	5,13,14,16,21,22,81
Bahokus Peak	5,13,14,16,21,22,81
Pearson Creek	14
Port Angeles	14
Bush Point	14
West Point	14
Pier 36	14
Browns Point	14
Village Point	5
Whidbey Island	5

Notes: 1 - Guard receivers at Gold Mountain guard channels 13 & 14
2 - Guard receivers at Mount Constitution guard channels 5 & 13
3 - Guard receivers at Bahokus Peak guard channels 13 & 14

BROADCAST SCHEDULES:
==========

Group Astoria	157.100	0533Z & 1733Z	Notice to Mariners
Group Port Angeles	157.100	0615Z & 1815Z	Notice to Mariners
Group North Bend	157.100	0606Z & 1803Z	Notice to Mariners
Group Seattle	157.100	0630Z & 1830Z	Notice to Mariners
Group Portland	157.100	------- 1745Z	Notice to Mariners

13TH. COAST GUARD DISTRICT SMALL VESSEL ASSIGNMENTS:
==========
Astoria ANT - 165531,21440,21454
Bellingham Station - 165529,175503,41381
Cape Disappointment Station - 165519,253305,30604,41333,44309,52314
Chetco River Station - 145504,165555,253304,30607,44305,44311,44335
Coos Bay Station - 165570,253306,30609,44361,44408,52315
Coos Bay ANT - 145516,165568,21395
Sand Point (????) - 165566,165567,355500
D13 Seattle North (????) - 145514,14643,165557,246500,253329,254001,
254004,26143,265000
Depoe Bay Station - 145523,30616,36535,44407
Grays Harbor Station - 165533,30617,41314,44372,44406,52313
Kennewick Station - 125506,165530,17309,21325,21453,235500
Neah Bay Station - 165562,215500,41315,44364,44387
Port Angeles Air Station - 165527,41327
Port Angeles ANT - 165526
Portland ANT - 145518,21428,21456,45316-D
Portland (????) - 125505,160041,16978,16980,195502,225503,275500,32301
Quillayute River Station - 165552,175504,44363,44393
Seattle (????) - 155503,32343,41380,41387,41388,41435
Siuslaw River Station - 30608,44394,44401
Tillamook Bay Station - 165521,30619,44379,44409
Umpqua River Station - 165571,253307,30610,44303,44331,44373
Yaquina Bay Station - 155504,253308,30618,44356,44399,44400,52312

**** In the above figures the first two digits are the size of the boat. 44400 - this boat is 44 feet long.

**** Also be advised that changes are made in assignments from time to time.

156.800 is continuously guarded by all group commands,Air Stations.
156.700 is continuously guarded by Vessel Traffic Control Seattle.

GROUP WORKING CHANNELS:

Group Astoria		Channel 23 (157.150)
Group North Bend		Channel 21 (157.050)
Group Port Angeles	Primary	Channel 81 (157.075)
	Secondary	Channel 83 (157.175)
Group Portland		Channel 83 (157.175)
Group Seattle		Channel 21 (157.050)

When the station boats are out on patrol or SAR,the station will maintain a contnuous guard on their working channel. This is done in order to keep the station in constant communications with its boats.

13th. District National VHF-FM Distress System

Antenna Site	Control Point	Elevation
1. Gold Mountain	Group Seattle	1745 ft.
2. KING-TV Tower	Group Seattle	975 ft.
3. Mt.Constitution	Group Seattle	2350 ft.
4. Bahokus Peak	Group Port Angeles Alt.Sta.Neah Bay	1400 ft.
5. Willapa Bay	Group Astoria Alt.Sta.Grays Harbor	113 ft.
6. Pacific Beach	Group Astoria Alt.Sta.Grays Harbor	230 ft.
7. Cape Disappointment	Group Astoria Alt.Sta.Cape Disappointment	202 ft.
8. Rainier	Group Portland	1160 ft.
9. Sky Line	Group Portland	1100 ft.
10. Jump Off Joe Mountain	Group Portland Alt.Sta.Kennewick	2045 ft.
11. The Dalles	Group Portland	3218 ft.
12. Cape Meares (State Park)	Group Astoria Alt.Sta.Tillamook Bay	232 ft.
13. Yaquina Head	Group North Bend Alt.Sta.Yaquina Bay	451 ft.
14. Heceta Head	Group North Bend Alt.Sta.Siuslaw River	205 ft.
15. Seven Devils	Group North Bend Alt.Sta.Coos Bay	754 ft.
16. Cape Blanco	Group North Bend	186 ft.
17. Rocky Prairie	Group North Bend Alt.Sta.Chetco River	2040 ft.
18. James Island	Group Port Angeles Alt.Sta.Quillayute River	150 ft.

All Group Commanders,Air Stations,Port Safety Station Seattle & Marine Safety Office Portland all guard 156.800 continuously.

COAST GUARD VHF/UHF AM FREQUENCIES:

121.500 Mhz.	International Aeronautical Emergency frequency for VHF band.
123.100 Mhz.	International VHF-AM SAR Frequency.Use limited to actual SAR.
243.000 Mhz.	International UHF Survival Craft frequency & US Military common emergency UHF Frequency.
282.800 Mhz.	Joint/Combined scene of SAR and UHF DF frequency.
381.800 Mhz.	Intra-Coast Guard UHF working frequency. Available to CG aircraft.

13th. COAST GUARD DISTRICT VHF-FM FREQUENCIES:

156.250 - Ch.05 - Puget Sound Vessel Traffic Service
156.300 - Ch.06 - Intership safety frequency. May be used only by CG

ships to communicate with non-CG ships.May be used by aircraft for SAR. On scene SAR.

156.600 - Ch.12 - First Choice Port Operations. To be used for Liaison Communications only when Ch. 22 is not available.

156.650 - Ch.13 - Intership and ship to Coast Navigation Frequency. For exchange of navigation information with ships & shore station in connection with passage through locks,bridges or government controlled waterways.

156.700 - Ch.14 - Puget Sound Vessel Traffic Service.

156.750 - Ch.15 - Environmental (receive only) frequency. Used to receive environmental information and Emergency Position Indicating Radio Beacon (EPIRB) transmissions.

156.800 - Ch.16 - National Distress, Safety and Calling Frequence. International Calling & Safety Frequency. Use by U.S. is same as 2182 Khz.

157.050 - Ch.21 - Intra-Group Working Frequency assigned to Groups North Bend and Seattle.

157.075 - Ch.81 - Primary:Marine environmental protection operations. Secondary:Command & Control of other CG Maritime Mobile operations,however,such use carries the understanding that Ch.81 shall be pre-empted for oil discharge removal operations whenever necessary. Intra-Group Working Frequency assigned to the Group Port Angeles.

157.100 - Ch.22 - Coast Guard/Non-Coast Guard Liaison Frequency and for dissemination of Safety Information.

157.150 - Ch.23 - Intra-Group Working Frequency assigned to Group Astoria.

157.175 - Ch.83 - Intra-Group Working Frequency assigned to Group Portland.Secondary Intra-Group Working Frequency assigned to Port Angeles.

162.400 - WX.02 - U.S.National Weather Service continuous broadcast Astoria,Coos Bay & Eugene

162.475 - WX.03 - U.S.National Weather Service continuous broadcast Salem & Olympia

162.550 - WX.01 - U.S.National Weather Service continuous broadcast Portland,Cape Flattery,Seattle(Puget Sound),Newport & Brookings

**** Weather Radio Canada/CFA-240 also broadcasts weather for the Victoria and Vancouver areas on WX.02 (162.400).

Well that's about it for this month. Let me include your data in next months column. I need information bad. Let me hear from some of you readers who are new or that have not sent in information.

See you next month.

RCMA NEW MEMBERS LIST

CAIM001 - PETER FIROS;P.O. BOX 522;EL CENTRO;CA;92244
CAKE025 - RAY SHANNON;2512 LA SIESTA DR;BAKERSFIELD;CA;93305
CALA623 - ROBERT A. KLAHN;P.O. BOX 2563;NORTHRIDGE;CA;91323
CALA624 - JEFF GLAZER;6568 EDDINGHILL DR;RANCHO PALOS VERDES;CA;90274
CALA625 - CHRIS HARDT;P.O. BOX 602;SOUTH PASADENA;CA;91030
CAOR297 - JOHN H. HERLIHY;2225 W BROADWAY #E-304;ANAHEIM;CA;92804
CAOR298 - DAN SZILAGYI;4372 MARION AVE;CYPRESS;CA;90630
CAOR299 - TORY WIEDENKELLER;13522 DEAN ST;TUSTIN;CA;92680
CARI057 - RICHARD E. HYLAND;27701 HWY 74;PERRIS;CA;92370
CASB067 - BEN PASTERSKI;5988 WADSWORTH AVE;HIGHLAND;CA;92346
CASL006 - MICHAEL B. RUDOLPH;835 13TH ST;PASO ROBLES;CA;93446
CATE001 - DAVID GUST;P.O. BOX 720 301;REDDING;CA;96099
FL 197 - JOSEPH MCGINLEY;4209 CARAMBOLA CIRCLE;COCONUT CREEK;FL;33066
GA 007 - WALTER ROGERS;P.O. BOX 1198;FITZGERALD;GA;31750
IL 306 - FRANK JOHNSON;P.O. BOX 541;GALESBURG;IL;61402
MA 152 - JOHN A. ANTONELLI;151 NORTH ST;SOMERVILLE;MA;02144
MD 112 - MONA --LAST NAME AND ADDRESS WITHELD BY REQUEST
MD 113 - LOUIS BECK;6206 BENHURST RD;BALTIMORE;MD;21209
NC 067 - RANDY WHALEY;3636-B LAKEFIELD DR;GREENSBORO;NC;27406
NJ 203 - PHILIP ONEY;P.O. BOX 1107;DENVILLE;NJ;07834
NJ 204 - TIM VER VOORN;12 CRIST AVE;HAWTHORNE;NJ;07506
NY 324 - DICKSON --LAST NAME AND ADDRESS WITHELD BY REQUEST
NY 325 - WILLIAM F. KOOPMAN;33 LUPINE LN;GLENS FALLS;NY;12801

New Members List continued

OK 038 - BILL NORTON;1904 N EUCALYPTUS AVE;BROKEN ARROW;OK;74012
PA 219 - DONALD E. SHIFFLETT;RD 2 BOX 638;PALMYRA;PA;17078
PA 220 - KELLER E. TAYLOR JR;1801 WYNNWOOD LN;EASTON ;PA;18042
SC 026 - KIM CAMPBELL;RT 12 PITTMAN DR;GREENVILLE;SC;29609
TN 030 - CHARLES CRUTCHER;P.O. BOX 575;FRANKLIN;TN;37064
VA 096 - W.L. MIDDLETON;159 D-VIEW AVE;NORFOLK;VA;23503
VA 097 - DANIEL PINERO-MULERO;4854 W BRADDOCK RD #202;ALEXANDRIA;VA;22311

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

During the month your membership — and therefore your newsletter delivery — is due to expire, you will receive a renewal notice in the form of a postcard. It contains all the information you need to continue receiving the newsletter.

Renewal checks and new membership applications received by RCMA's General Manager, P.O. Box 542, Silverado, CA 92676, are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. If your check/MO is received after this cut-off date, you will miss the next issue of the newsletter and your new renewal date will be moved back accordingly.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.

RCMA
P.O. Box 4563
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